DUFFERIN RAJENDRA OLD CADETS ASSOCIATION · MADRAS ·

DIAMOND JUBILEE

Training Ship

DUFFERIN

1927 – 1987

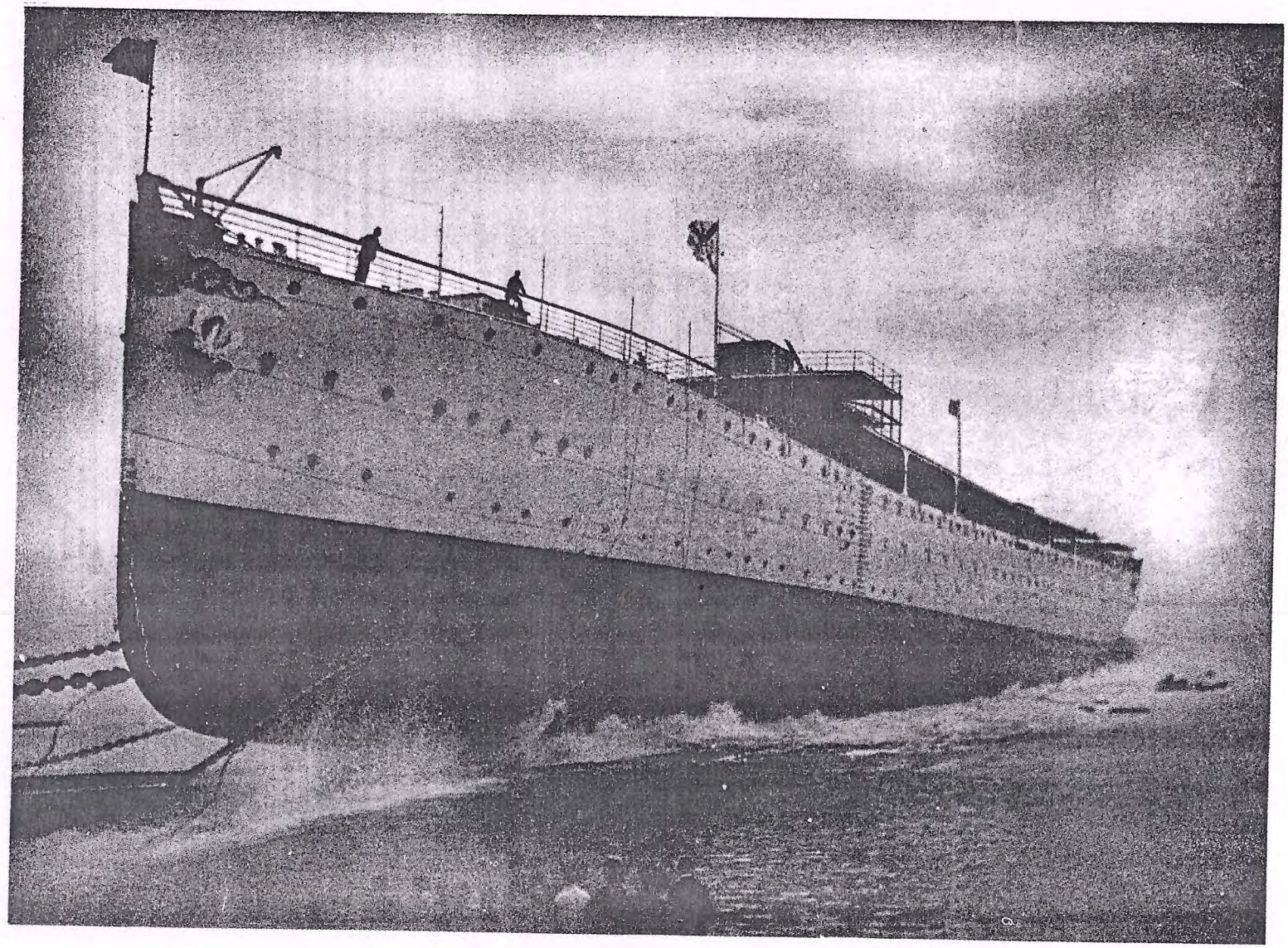
FEBRUARY 1988

डफरिन
DUFFERIN

THE MARQUESS OF DUFFERIN & AVA,

K.P., P.C., G.C.B., G.C.S.I., G.C.M.G., G.C.I.E., F.R.S., LL.D.,

after whom the ship is named, in the uniform of a
Vice-Admiral of the Province of Ulster.
Viceroy and Governor-General of India, 1884-88



On 14th September 1904 "Dufferin" was launched

SALIENT FEATURES OF "DUFFERIN"

BUILT BY	Messrs. Vickers Son & Maxim, at Barrow-in-Furness, England.
BUILT FOR	The British Indian Government to carry troops.
LAUNCHED	14th September, 1904.
NAME	of Marquess of Dufferin & Ava. Viceroy & Governor-General of India 1884-1888.
COMPLETED	January 1905.
COST	£ 193,625.
GROSS TONNAGE	6291 Tons.
DISPLACEMENT	7457 Tons.
LENGTH	453′
BREADTH	52.5′
DEPTH	39′
DRAUGHT	19′
SPEED	18.5 Knots.
ENGINES	Tow sets of triple-expansion 3 cyl. engines driving twin shafts, of 9800 SHP normal, and 10149 SHP trials, speed 18.91 knots trials. Four M. Return tube boilers.
FUEL	Coal of 1200 Tons.
ARMAMENT	Eight 4.7″ guns on pedestal mountings, and eight 3 pounder Q.F. guns.
LIGHTING	Electric lighting alongwith oil & candle lamps.
COMPLEMENT	1. 244 Officers & Ship's Company, 2. 1100 British troops & families upto 50 old servants or 1700 Indian troops on short voyage.
DELIVERED	at Bombay on 21st February 1905.

DUFFERIN SONG

There'll always be a Dufferin
Upon the Indian sea;
Wherever flies the Merchant Flag,
There also we will be.
Though wars and troubles find us,
A gallant struggling line,
We'll always fly the Merchant Flag,
Beside the White Ensign.

Red and Blue, what do they mean to you?
You gave your vow, never to bow to any foe,
The centred star will always shine from far,
A symbol is born — come carry on — on with the show.
There'll always be a "Dufferin",
And when we're far apart,
These memories we'll always keep,
In the Log book of our hearts.

राष्ट्रपति
भारत गणतंत्र
PRESIDENT
REPUBLIC OF INDIA

MESSAGE

I am glad to learn that it is proposed to celebrate the Diamond Jubilee of the commencement of the Maritime Training in India. Over the last sixty years, maritime training has developed into an Indian expertise of which the whole nation is proud. Our calibre in this sector is today recognised the world over and looked upon as a model for others to follow. I have great pleasure in sending my felicitations and good wishes to all those associated with the T.S. Dufferin Diamond Jubilee Celebrations. May they keep aloft the flag of our maritime skills.

R. VENKATARAMAN

New Delhi,
December 18, 1987.

उप-राष्ट्रपति, भारत
नई दिल्ली
VICE-PRESIDENT
INDIA
NEW DELHI - 110011

M E S S A G E

The name of Training Ship DUFFERIN will be written in gold letters in India's maritime history. It cadets have won name and fame not only in India but overseas as well.

I have great pleasure in extending my warm greetings to the Dufferin Old Cadets Association on the happy occasion of the Diamong Jubilee celebrations of T.S.DUFFERIN.

S D Sharma

(S. D. Sharma)

सत्यमेव जयते

Pulok Chatterji
Deputy Secretary

प्रधान मंत्री कार्यालय
नई दिल्ली 110 011
PRIME MINISTER'S OFFICE
NEW DELHI 110 011

February 1, 1988

Dear Shri Balraj,

The Prime Minister is happy to know that the Dufferin Old Cadets Association will be celebrating the Diamond Jubilee of Dufferin in February 1988 at Madras. He sends his good wishes for the success of the celebrations.

Yours sincerely,

Chatterji

राज्य मंत्री
जल, भूतल परिवहन मंत्रालय, भारत
नई दिल्ली
MINISTER OF STATE
FOR SURFACE TRANSPORT, INDIA
NEW DELHI

MESSAGE

I am very happy to know that the ex-cadets of Dufferin at Madras have planned to celebrate the Diamond Jubilee function of T.S. 'Dufferin' on 13th February, 1988 at Madras.

The officers trained in this Institution have served the nation's merchant fleet with distinction and I am also confident that our officers will continue this glorious tradition in the years to come.

I would like to felicitate all those connected with the Diamond Jubilee Celebrations and wish the function every success.

(RAJESH PILOT)

NEW DELHI,
the 10th Feb., 1988.

वाइस एडमिरल सुभाष चन्द्र चोपड़ा, पी वी एस एम, ए वी एस एम, एन एम
फ्लेग अफ़सर कमान-इन-चीफ़
Vice Admiral SC Chopra, PVSM, AVSM, NM

मुख्यालय
पूर्वी नौसेना कमान
नौसेना बेस
विशाखपट्टणम-530 014
Headquarters
Eastern Naval Command
Naval Base
Visakhapatnam-530 014

Feb 88

MESSAGE

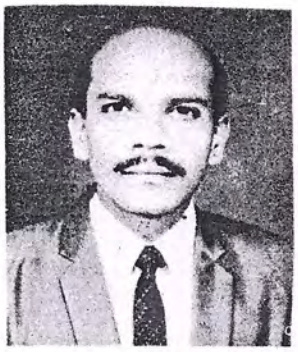
Today, the nation is proud to be endowed with a generation of excellent and outstanding mariners who have contributed significantly to the all-round maritime development, as also to India's Naval muscle. It is thus heartening to know that the Diamond Jubilee of the 'mother in white' - T.S. Dufferin, who played a distinguished role in the annals of India's maritime history, is being celebrated in Madras on 13th February, 1988. The large number of ex-Dufferin Cadets, now distinguished personages, holding very important and responsible positions in a variety of professions, speaks volumes of their Alma Mater. Dufferin is and will always be remembered with a sense of pride by all those who had the good fortune of holy-stoning her decks.

I feel privileged in sending my best wishes on the joyous occasion of the Diamond Jubilee Celebrations of the one and only T.S. Dufferin.

(SC Chopra)
Vice Admiral

ए. बालराज, आई. ए. एस.
अध्यक्ष

A. BALRAJ, I. A. S.
CHAIRMAN



मद्रास पोर्ट ट्रस्ट
प्रशासनिक कार्यालय (९ वाँ तल)
राजाजी सालै, मद्रास-६०० ००१.

MADRAS PORT TRUST
Administrative Office (9th Floor)
Rajaji Salai, Madras-600 001.

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562201 Ext. 500
Res. 561117 or 560507

टेलेक्स/Telex : 041—331

तार/Grams : PORTRUST

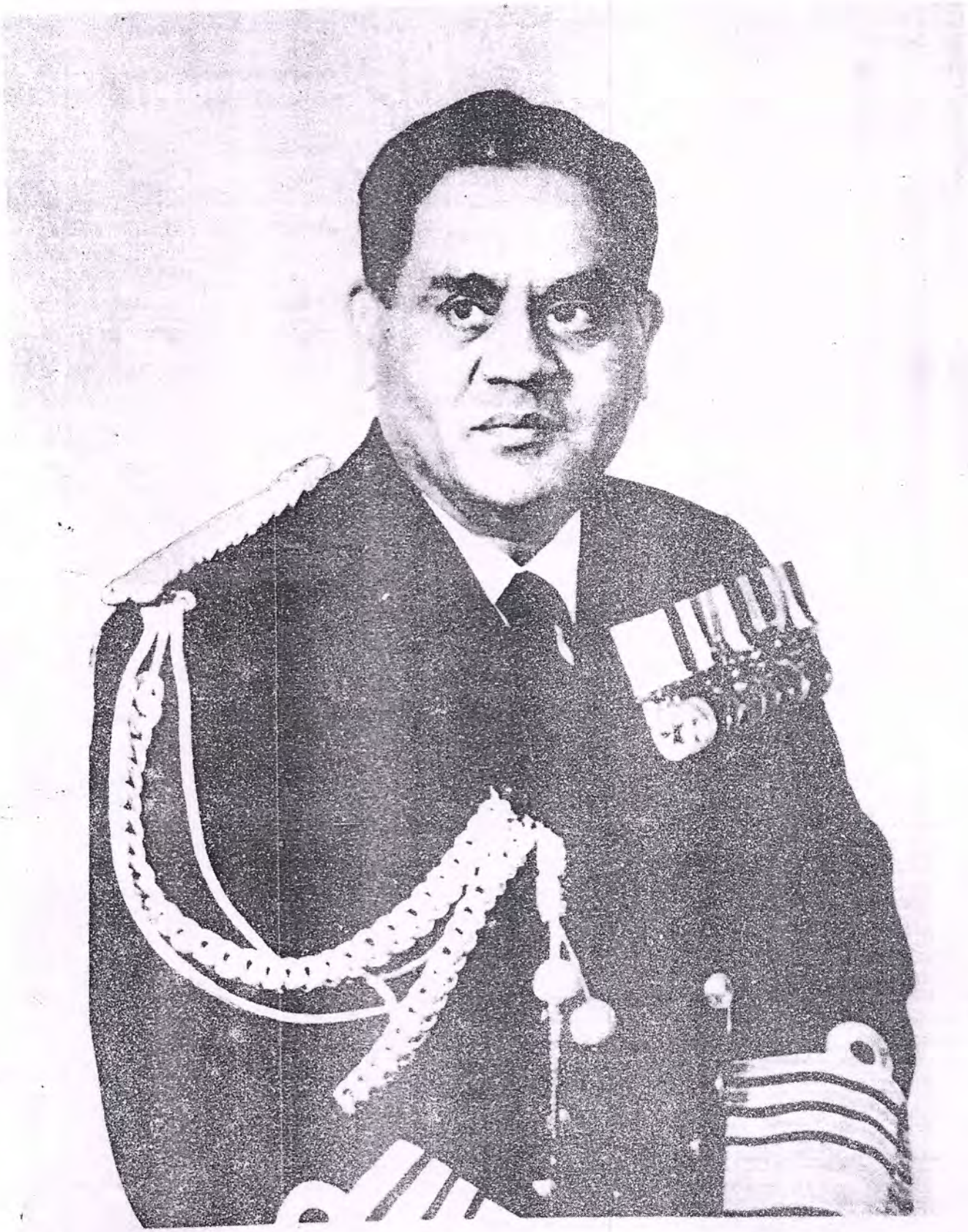
6th February 1988

In connection with the Diamond Jubilee Celebrations of the Training Ship "DUFFERIN", I am proud to recall that Madras Port and Tamil Nadu had much to do with the acquisition of the Training Ship and the Maritime Training in India. It is on record that it was the late Sir P. S. Sivasamy Iyer from Madras who passed the famous Resolution in the Legislative Assembly pressing the Government of India to institute Nautical Training in India which finally resulted in the Government acquiring I.M.M.T.S.DUFFERIN Iam very happy to note that Capt. Digby Beste the first Captain Superintendent of the Training Ship was also the Deputy Port Conservator of this Port. T.S. Dufferin as a Troop ship and a fighting ship, had come to Madras on several occasions, as she was specially deployed to protect Madras from the German Warship "EMDEN". A photograph of " DUFFERIN" available with the Port was taken when she was berthed at South Quay for dis-embarking troops, in 1910.

It is heartening to note that the ex-Cadets of "DUFFERIN" at Madras have joined together to celebrate the Diamond Jubilee. I am happy to convey my best wishes to the DUFFERIN RAJENDRA OLD CADETS ASSOCIATION on this very happy occasion.

6.2.88

(A. BALRAJ)



OUR NEW CHIEF OF NAVAL STAFF
ADMIRAL J.G. NADKARNI
PVSM, AVSM, NM, VSM, ADC
(DUFFERIN CADET 1946-48)

Admiral JG Nadkarni, PVSM, AVSM, NM, VSM, ADC was born in Bombay on 5th December 1931. He did his early schooling in Bombay, and joined the Indian Mercantile Marine Training Ship "DUFFERIN" in 1946 as an Engineering Cadet, inspired by his maternal cousin Rear Admiral Kulkarni. On completion of 3 years training on board DUFFERIN, he graduated with distinction in December 1948.

Admiral Nadkarni joined the Royal Indian Navy in March 1949 and proceeded to the United Kingdom for his initial training.

He received training in U.K. between 1949 and 1953 during which time, he served on aircraft carriers and destroyers. He returned to India as the commissioning crew of the Hunt Class Destroyer INS GANGA. Subsequently, he specialised in Navigation and Direction and was the Navigating Officer of the cruiser INS DELHI for over 4 years.

Admiral Nadkarni has held command of IN ships TALWAR and DELHI. In the later appointment, he was also the Senior Officer, First Training Squadron. His important shore appointments include Chief Instructor, Defence Services Staff College at Wellington: the Chief of Staff, Western Naval Command and the Senior Directing Staff, National Defence College, New Delhi.

Admiral Nadkarni was promoted to the rank of Rear Admiral in December 1980 and commanded the Western Fleet from May 1981 to August 1982. He was promoted to the rank of Vice Admiral in August 1982 and held the post of Chief of Personnel at Naval Headquarters until April 1984 and Flag Officer Commanding-in-Chief Eastern Naval Command until February 1986 when he took over as the Vice Chief of Naval Head Quarters.

Admiral Nadkarni was awarded Vishisht Seva Medal for distinguished service in 1969, the Nausena Medal in 1977, the Ati Vishisht Seva Medal in 1983 and the Param Vishisht Seva Medal in 1985.

Admiral Nadkarni is a graduate of the Defence Services Staff College and the Naval War College, New Port Rhode Island, with a special attraction towards nature photography. Several of his pictures have been published in the Naval Calender. Ex-Cadets at Madras stand to attention and salute this very distinguished ex-Dufferin Cadet, and wish him a very successful term of Office.

Captain H.A.B. DIGBY-BESTE, C.I.E., O.B.E., R.I.N., J.P.

Captain-Superintendent

1st Nov. 1927 to 16th Dec. 1937

Henry A.B. Digby-Beste was born in Yorkshire. He was apprenticed to a Shipping Company in 1899. His first ship was the barque GLADYS. He obtained his 2nd Mate's Certificate on the 21st October 1903. At the age of 19 he became a Second Mate and sailed to Vladivostok. On the way back in his first day in India on leave, when his ship was in Calcutta, he bicycled 72 miles to see his brother-in -law. Then he made a voyage on one of the first oil tankers.

On 28.2.1905, he was nominated a Sub-lieutenant in the Royal Indian Marine, and his connection with India commenced. He obtained the Certificate of Service as Master of a Foreign-Going Ship in 1909. During 1912-13 he was the navigator of the "DUFFERIN".

In 1918, after service in the R.I.N. during the war, he received the O.B.E.

In 1923 he commanded the RIMS Dufferin.

He had a long sojourn at Madras from Dec. 1924 to Jan. 1927 when he was Deputy Port Conservator, Madras.

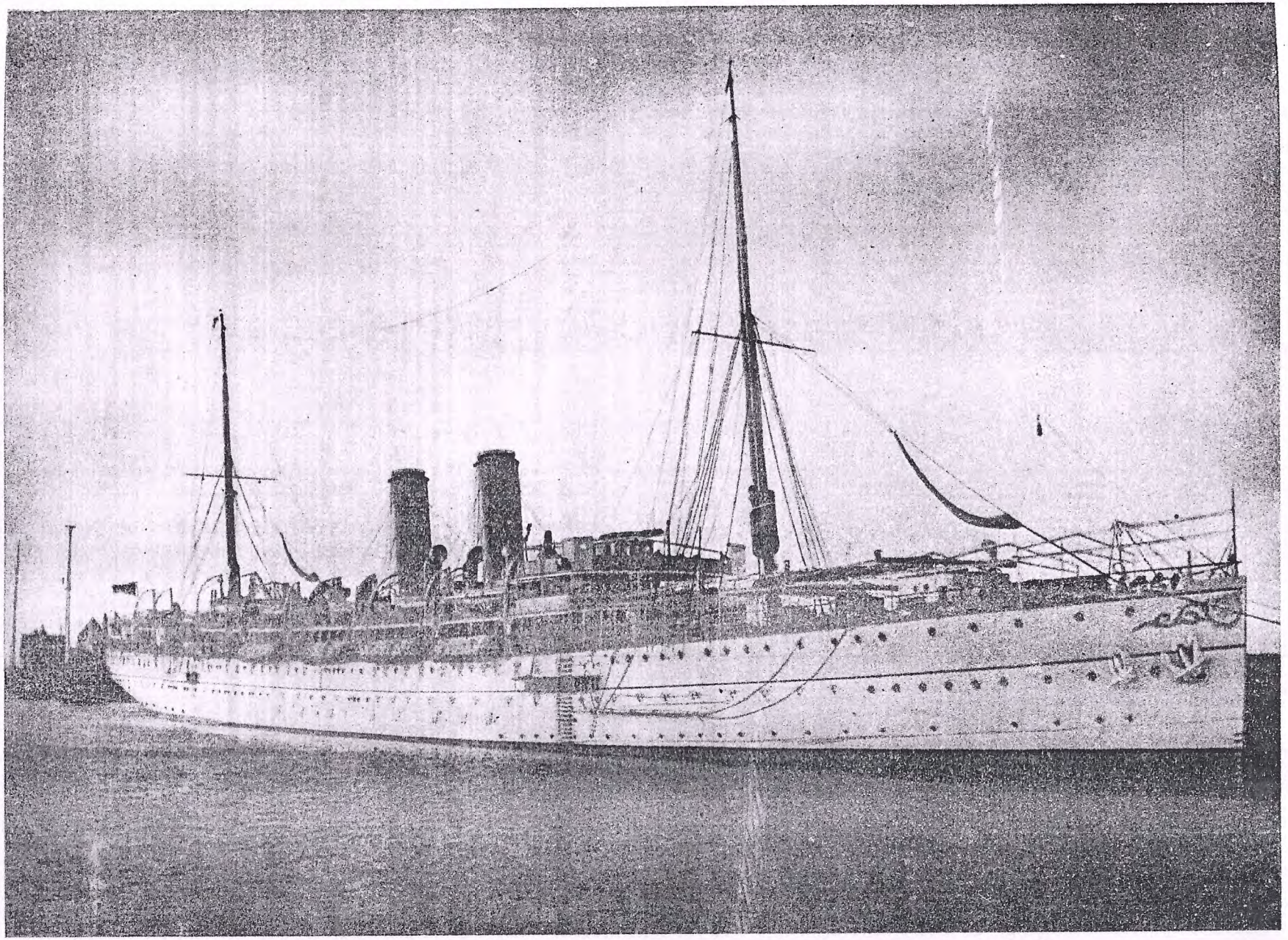
Capt. Headlam, the Director of Royal Indian Marine, knowing Digby-Beste's keen interest in the training of boys, asked him to take up the job of training the Indian boys for the Navy of supply and assured him of all support. He told him that if the experiment of three years succeeded, the "Dufferin" would continue permanently.

Digby-Beste took up this challenge and on 1.11.27 he was transferred to the Department of Commerce and appointed the first Captain Superintendent of the converted Indian Mercantile Marine Training Ship "Dufferin". After an year he made a study tour of the training ships in England. On Dec. 19, 1928 he was promoted to Captain, R.I.N. and in 1930 his services on "Dufferin" were extended for another five years. On 15.12.1932, he was decorated with the insignia of the Companion of the Most Exalted Order.

Captain Sir H.A.B. Digby-beste, had sufficient breadth of vision to appreciate the value of a liberal education. He knit together the people of diverse backgrounds, the engineers, the scholastic side, the office staff and the crew of the ship, and given the continuous and strong support of Capt. Headlam, he proved that Indian boys are as good training material as any.

On 16th December 1937 Capt. Digby-Beste handed over the command of the "Dufferin" to commander R.C.G. Meclement, RIN and even after retirement, he used to be invited to the ship often, and participated in important functions.

He expired on the fifth of September 1964 at his residence in Sussex, England at the age of 81. His demise was deeply mourned by ex-cadets and those who had the privilege of knowing him.It is no exaggeration to say that the name Digby-Beste will be remembered whenever "Dufferin" is spoken of.



On 21st February 1905 "Dufferin", was taken over by the Government of India

INDIAN MERCANTILE MARINE COMMITTEE 1923

Standing : Mr. J.H. Green, Secretary

Sitting : The Hon'ble Sir Arthur Froom. KT. : Sir John Biles, K.C.I.E., L.L.D., : Captain E.J. Headlam. C.M.G., D.S.O., A.D.C., R.I.N., President. Mr. Jadu Nath Roy : The Hob'ble Mr. Lalubhai Samaldas. C.I.E..

Not in Picture : Devan Bahadur TRIVENDATA RANGACHARIAR. M.L.A.

THE HEADLAM COMMITTEE

The Scindia Steam Navigation Co., Ltd., bought a merchant ship the "LOYALTY" in 1919, but had to run it with British Officers. They, then initiated a movement which the Indian Chambers of Commerce supported, and carried on relentlessly against the domineering British Companies. This ceaseless struggle for a score of years bore fruit when the British Government was forced through the now famous "P.S. Sivaswamy Iyer Resolution" to establish an institution for the training of Indian boys for the Merchant Navy. The Headlam Committee was appointed to go into the question. Capt. Headlam, Director, Royal Indian Marine, was ably supported by representatives from the trade, the ship-building industry and the legislature. Surprisingly, there was a lot of opposition to the committee from the local people and the training proposal was accepted on a trial basis for three years. Captain Headlam knew of Commander Digby-Beste's deep interest in training boys. In his wisdom, and far-sightedness he selected Digby-Beste to ensure the success of this experiment, and persuaded, encouraged, and supported him in this onerous task in the critical and formative years of the Training Ship "Dufferin".

CAPTAIN R. C. C. Mc CLEMENT

Captain Superintendent 1937 to 1943

Born in 1889, Capt. McClement graduated from H.M.S. Conway in 1906 with an 'Extra' certificate. He did his apprenticeship in sailing vessels. After serving in the ships of M/s. Philips, Philips & Co., Cardiff, he joined the Royal Indian Marine in 1910 as Sub-Lieutenant. By 1924, he was Lieutenant Commander and in 1925 he carried out several useful survey operations. In 1932 he was promoted Commander and for sometime, he was Principal Officer, Bombay.

Capt. McClement was appointed Captain Superintendent of T.S. "Dufferin" in 1937, when Capt. Digby-Beste retired. He steered the institution successfully during the war years. In 1943 he took ill and never returned from U.K., where he had proceeded on leave in March 1943. He died in Wales in December of that year.

CAPTAIN R.A.H. McCONNELL, R.I.N., J.P

Captain Superintendent 1944-45

Captain R. A. H. McConnell was Captain Superintendent of the "Dufferin" for less than a year. He took over command on the 1st of November 1944 and relinquished it during the summer vacation of 1945. Due to ill health, he did not return to India.

CAPTAIN M. F. S. C. HARVEY, R. D., J. P.

Captain Superintendent 1945-1962

From his early childhood he had constant contact with ships and Capt. Harvey is in fact the fifth generation of his family who adopted the sea career. Capt. Harvey, joined the Nautical College, Pangbourne, at the age of 14 and after two years training passed out and joined the B.I.S.N. Co, where his father was in command. In May 1924 he was appointed to the Cadet Ship "Wangaratta" and after sometime around the English coast he left for a voyage to Australia crossing the 'LINE' on his 17th birthday. At the end of 1931 he joined the H.M.S. "Emerald", a Cruiser on the East Indies Station, for further Naval Reserve training on completion of which he joined T. S. "Dufferin".

After joining the "Dufferin" in 1932, Captain Harvey made two voyages in the Mogul Line to complete his sea-time required for his Master's Certificate which he obtained in 1936 at the first attempt.

In March 1943 at the comparatively early age of 35 he was appointed to officiate as Captain Superintendent when Captain McClement left the ship on medical grounds.

In October 1944 he was awarded the Royal Naval Reserve Officer's Decoration. In November of the same year, he was permitted to proceed on Active Service and was relieved by Captain Mc Connell and eventually rejoined the "Dufferin" as Captain Superintendent in September 1945. The following year, Captain Harvey was on deputation in the United Kingdom where he visited important Merchant Navy Training Establishments. His recommendations resulted in the revised system of training and the introduction of a two-Year System.

In 1947 Captain Harvey acted as Nautical Surveyor and Shipping Master at Chittagong, for a period of four months. After a service extending to 3 decades, of which 19 years were as Captain Superintendent, Captain Harvey retired from service in 1962.

CAPTAIN D.G. HAZARI

Durgadas Gehi Singh Hazari was the first Indian and first Ex-cadet to become the Captain Superintendent of Training Ship "Dufferin".

Born in 1916 in Sindh, D.G. Hazari passed Matriculation at Patna in 1931 and passed out with a First Class Certificate in December 1933. Besides being an S.C.C. he was in the panel of five nominated for the award of the Viceroy's Gold Medal. He did his apprenticeship with the B.I. Company and by 1941 he was their second officer.

During 1939-43, he was serving on merchant ships which were assigned transport duties in the second world war and was awarded the war medal and the Burma Star and the African Star.

He has served as Captain Superintendent of all the four Training Ships in India. On board the "Dufferin" he was executive officer from 1943-1949, Chief Officer from 1949 to 1954 and Captain Superintendent from 1962 to 1970. Capt. D.G. Hazari is known for his intelligence, human sympathy and personal integrity of a high order. In the modern world of turbulence and turmoil Capt. Hazari is among those rare persons who loves a calm and quiet life away from the limelight.

Capt. Hazari, who was a member of the company of Master Mariners of India and also of the Institution of Marine Technologists has now retired from active service and lives at Mahim in Bombay. We wish him peace, tranquility, long life and happiness in his retired life.

CAPTAIN INDRAJIT SINGH

Captain Superintendent (From 1971 —

Captain Indrajit Singh assumed the command of T.S. "Dufferin" on 1st January, 1971.

Captain Singh received his initial training as a cadet in Dufferin from January 1938 to December 1940. He was a brilliant cadet and besides being a Cadet Captain, he also represented the Ship in Hockey and Cricket.

After his sea-service in Scindia Steam Navigation Co. Ltd., for eight and a half years in various capacities which also included his service as the Chief Officer on the first Indian-built Ship "Jalausha", while on her maiden voyage from India to United Kingdom, he joined Training ship "Dufferin" as an Executive Officer in September 1949, and was promoted Chief Officer in October 1959. During his tenure of service as Chief Officer, he enjoyed immense popularity not only with his colleagues but also with the entire Ship's Company.

In October 1962, he was promoted to the post of Captain Superintendent of the rating Training Ship "Bhadra".

After assuming charge of Captain Superintendent, of T.S. "Dufferin" in 1971 Capt. Indrajit Singh has initiated and implemented a number of measures to see that the reputation of the institution is enhanced in national and international shipping circles.

Capt. Singh is known for his sharp intellect, keenness, hard work and perseverence in improving the standards of training on board the Ship. "Rajendra" was indeed, very fortunate to have Captain Indrajit Singh as her first Captain Superintendent. The future of the institution was made safe in his able hands, and the institution progressed from strength to strength under his dynamic and practical leadership.

Capt. Singh retired in ,but takes keen interest in the training institutions of the region. We wish him good health and happiness in his retirement.

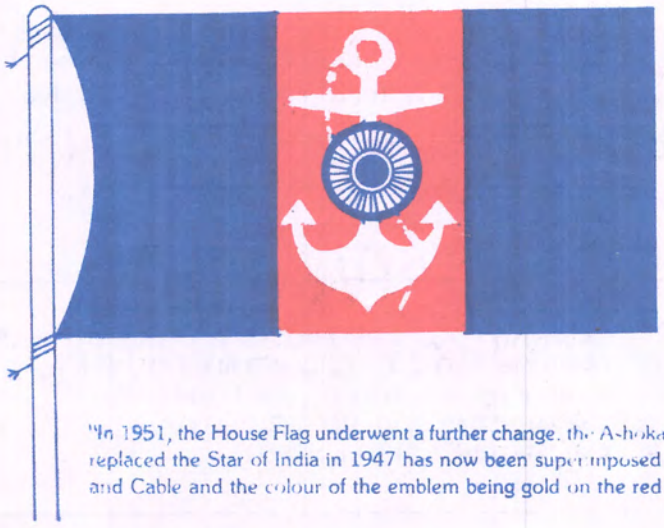
DUFFERIN RAJENDRA ANTHEM

"We're on the road, We're on
the road to anywhere,
With never a heartache, with
never a care,
Got no home, got no friends,
Thakful for anything the
good Lord sends.

We're on the road, we re on
the road to anywhere,
And every milestone seems
to say
That the road to anywhere,
the road to anywhere,
Will lead to somewhere
some day".

"The cadets had their first experience of dressing ship. The occassion was the visit by H.E the Viceroy of India, Lord Irwin, and for the first time the new "House Flag" was flown at the Main." DECEMBER 12th 1927

"The Dufferin House Flag was officially changed, in 1946 The Star of India in the centre being replaced by the Ashoka Chakra in blue on the red background." The lengthy preamble Indian Mercantile marine Training Ship was also cut short to "Training Ship "



"In 1951, the House Flag underwent a further change, the Ashoka Chakra which replaced the Star of India in 1947 has now been superimposed by an Anchor and Cable and the colour of the emblem being gold on the red background."

DUFFERIN PROMISE

The "Dufferin" Promise was first administered and taken on the 20th January 1929. A Ceremony was held on the Quarterdeck, the ships Company facing aft, each top in rotation marching upto the Capitan Superintendent. The Cadet Capitan took the Promise, his Top repeating it after him.

"I PROMISE ON MY HONOUR TO DO MY BEST,
TO DO MY DUTY AT ALL TIMES, AND HELP
OTHERS TO DO THEIRS, TO PLACE MY TOP
BEFORE MY SELF, & THE SHIP BEFORE MY TOP"

On February 9th 1930 the ceremony of the "Dufferin Promise" was re-enacted. This time the reworded Promise, appearing below, was taken by the Cadets :

"I PROMISE TO DO MY DUTY TO GOD AND THE KING,
TO HELP OTHER PEOPLE AT ALL TIMES,
TO PLACE THE SHIP BEFORE MY TOP
AND THE TOP BEFORE MYSELF".

"Dufferin" Promise re-worded. Consequent on the obtaining of Independence the "Dufferin" Promise was amended to read as follows :-

ON MY HONOUR I PROMISE THAT I WILL DO MY BEST,
TO DO MY DUTY TO GOD AND MY COUNTRY,
TO HELP OTHER PEOPLE AT ALL TIMES,
TO PLACE THE SHIP BEFORE MY TOP,
AND THE TOP BEFORE MYSELF.

MILESTONES

1904 -	Built at Barrow-in-Furnes, England by messrs. Vickers, Sons & Maxim as a trooper of the HARDINGE Class.
1905 -	Taken over by Government of India at Bombay.
	Routine trooping duties between India, Burma, Malaya, Hong Kong and Africa.
1914-1918 -	Service in the Royal Navy during the war
1919 -	Refitted as troopship
12th January 1922	Sir. P.S. Sivaswamy Iyer's Resolution moved in Central Assembly
3rd February 1923 -	Cap. Headlam Committee appointed.
December 1925 -	Report of Capt. C.M. Sayer, Captain Superintendent, T.S. Worcester submitted.
19th March 1926 -	Sir Sivaswamy Iyer's Resolution adopted unanimously by the Central Legislative Assembly.
7th July 1927 -	First meeting of the first governing body held in Bombay.
5th October 1927 -	Ministry of Commerce purchases Dufferin for Rs.1,25,000 only.
14th November 1927 -	Capt. Digby-Beste assumes charge as the first Captain Superintendent of I.M.M. Training ship "Dufferin".
DUFFERIN -	ESTD. AS TRAINING SHIP
23rd November 1927 -	Seven out of Thirty cadets of the first batch join ship.
21st November 1928 -	First Prize Day.
20th January 1929 -	First "Dufferin Promise" ceremony.
February 1930 -	First "Dufferin" film taken.
12th May 1930 -	First selection held for Viceroy's Gold Medal.
14th June 1930 -	"Dufferin" Old Cadets' Association formed.
March 1930 -	"Dufferin" made a permanent institution.
14th November 1930 -	First Aquatic Sports held.
January 1935 -	Engineer Cadets Join. Intake increased to 50.
16th December 1937 -	Sir Digby-Beste retires.
1938 -	The First Master's Certificate was obtained by an ex-cadet (Capt. S.G. Karmarkar 1927-30).
16th October 1940 -	Cyclonic storm.
15th January 1941 -	50th Meeting of the Governing Body held.
24th March to 11th June 1942 -	"Dufferin" at Mahabaleshwar.
1946 -	For the first time an ex-cadet S.L. Bhandari appointed Master of the Scindia Ship "SS. Jalamani".
15th August 1947 -	India becomes free. The British ensign lowered on the "Dufferin" and the national flag hoisted in its place with all due ceremony.
October 1948 -	D.M.E.T. established.
5th December 1952 -	Silver Jubilee Celebrations.

1953 -	Eastern Shipping Company's prizes for best performance in the Master's and 2nd mate's examination introduced.
1955 -	Rating Ship opened at Navlakhi (Saurashtra)
October 1958 -	First Capt. Superintendent, Sir Henry Digby-Beste along with Lady Beste visits the ship.
27th November 1958 -	The Governing Body holds its 100th meeting.
1958 -	Intake of cadets increased from 60 to 75.
1959 -	"Dufferin" crest was designed and adopted
4th April 1959 -	No. 1 ex-cadet Vice Admiral R.D. Katari I.N. visits the ship.
21st February 1961 -	The Maharaja of Bhutan visits the ship.
24th February 1961 -	H.R.H. Prince Philip, Duke of Edinburgh visits the ship.
1961 -	Film on "Dufferin" : "CAll of the Sea" made.
17th September 1962 -	Capt. M.F.S.C. Harvey retires. Capt. D.G. Hazari (ex-Dufferin 1931-33) takes over charge
January 1964 -	New scheme to train galley and non-galley ratings introduced.
24th February 1966 -	Visit by Shri Sanjeeva Reddy (Minister of Shipping).
1968 -	For the first time, a contingnent of "Dufferin" cadets take part in the Republic Day parade at Delhi.
1968 -	Prize day presided over by Shri Morarji Desai then the Deputy Prime Minister, this being the third occasion, when he presided.
20th October 1969 -	Keel for the construction of a new training ship, to replace the aging "Dufferin" laid by Shri K. Raguramiah at Vishakhapatnam.
1969 -	Number of Ex-cadets obtaining Master's Certificates crosses the 500th mark.
1st January 1971 -	Capt. Indrajit Singh takes over command.
25th April 1971 -	T.S. "Rajendra" launched by Shri Raj Bahadur at Vishakhapatnam.
22nd February 1972 -	Shrimathi Indira Gandhi the then Prime Minister receives T.S. "Rajendra" from the builders.
April 1972 -	T.S. "Rajendra" towed to Bombay.
15th April 1972 -	In a touching farewell "Dufferin" decommissioned.

HOMAGE

In these sixty years the icy hands of death have snatched away from our midst several persons who have contributed to the success of the Training Ship "DUFFERIN" and her successor ship "RAJENDRA". Many ex-cadets by their supreme sacrifice have brought glory to the fair name of the Institution and Maritime History of India.

Among those who are no more with us today, some are those noble-hearted patriots who strove to establish the Institution. Many are those who supported the cause of training and helped the Training Ship in her difficult days. Several are the ex-cadets who devotedly served the Indian Merchant Marine - ashore and afloat. Cruel fate has often cut short the promising careers of many ex-cadets. Several well-wishers and friends of the ship, who would have been really happy to be with us on the occasion of the Diamond Jubilee are no longer alive. We regret our inability to mention all names.

It is our sacred duty to remember their services to the Institution and we pay our homage to these departed souls. Let their noble acts be our eternal guide !

"DUFFERIN" CREST

In 1969 the Dufferin Crest was designed and adopted. "In recognition of the services rendered by IMMTS DUFERIN during the first World War present role, the badge had been drawn in the form of a warrior's face. It has two sailing ships in place of eyes, white anchor superimposed by Blue Dharma Chakra for nose and mouth, ribbon for neck, lotus for eardrops, ship/castle for headgear, and robe falling on shoulders. Anchor and Dharma Chakra are included as these are used in the Blue ensign worn by DUFFERIN. Sailing ships indicate that DUFFERIN is associated with the basic training of sailors". The motto is in 'Sanskrit DIVYA JYOTIRNO MARGADARSAKAM and signifies. "Heavens light our guide"

"RAJENDRA" CREST

After "Rajendra" was launched in April 1971, a request was made to the "Nomenclature Committee" of the Indian navy to suggest a suitable design for the "Rajendra" crest. Based on their suggestion and the subsequent modifications proposed by the Ministry of Shipping, the crest in the picture shown above was finally adopted in July 1972.

The pattern has the basic design of the "Dufferin" crest (details given alongside) with the following changes

While the angular battlements of the "Dufferin" are 'early-Norman' in appearance, "Rajendra" design shows them like the turrets usually seen in Indian forts. The upward painted design gives the crest a greater balance and liveliness. The sailing ships which represent the eyes of the warrior are redesigned to be similar to ships of the Chola period so as to synchronise with Raja Rajendra Chola, after whom the ship is named.

The name of the ship is carved in Hindi in conformity with the Government's policy.

The white anchor in the "Dufferin" crest is changed to a gold one and the blue of the Dharma Chakra is made brighter for better effect.

T.S. DUFFERIN
DIAMOND JUBILEE CELEBRATIONS COMMITEE
MADRAS

President
Capt. G.A. Mande

Secretary
Capt. S.R. Dighe

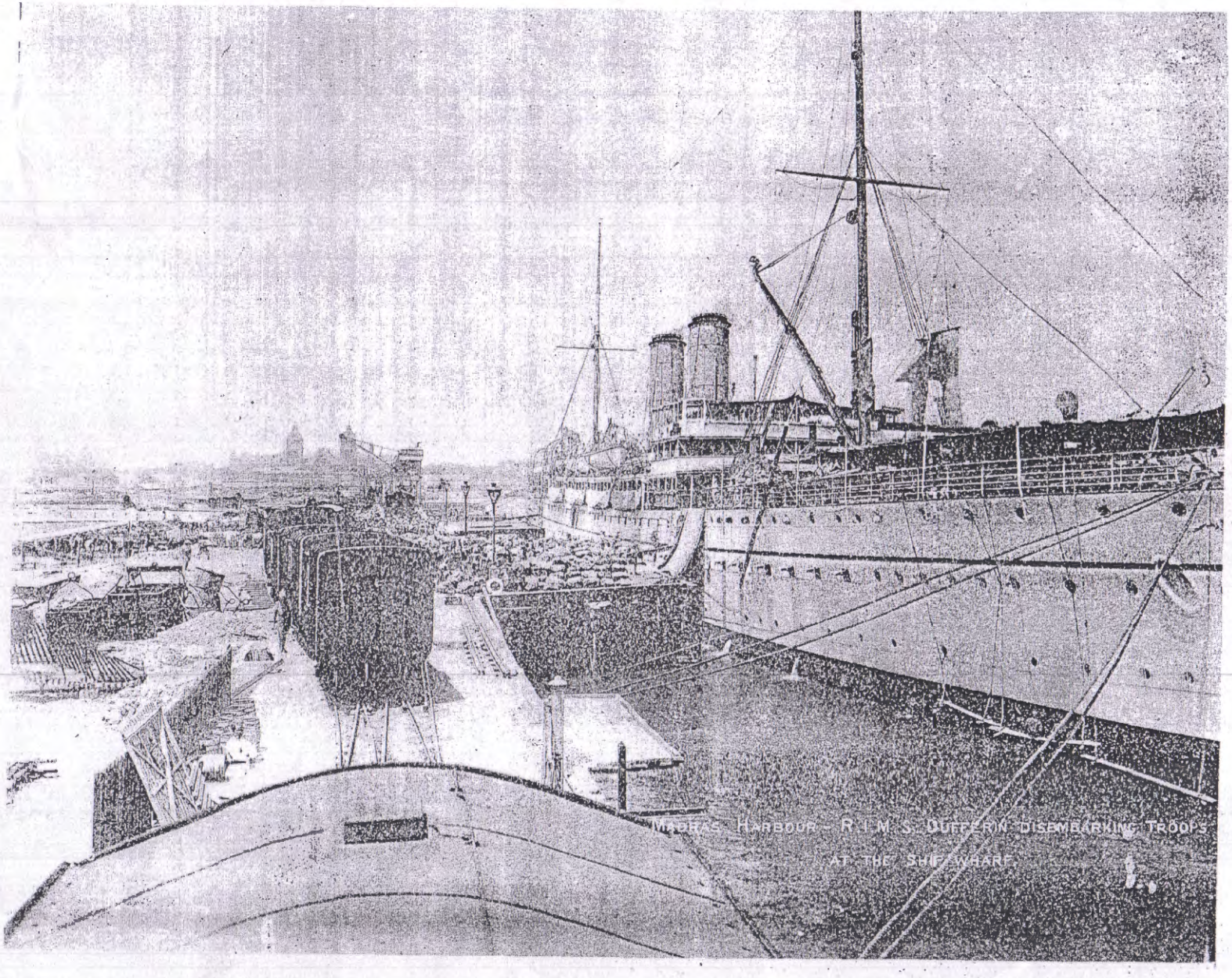
Treasurer
Shri R.D. Bhave

Executive Committee
Shri S. Kasthuri
Shri P.C. Martin
Capt. V.K. Kapur
Capt. M. Madhusudan
Capt. V. Ramaduarai
Capt. K.C. Thomas

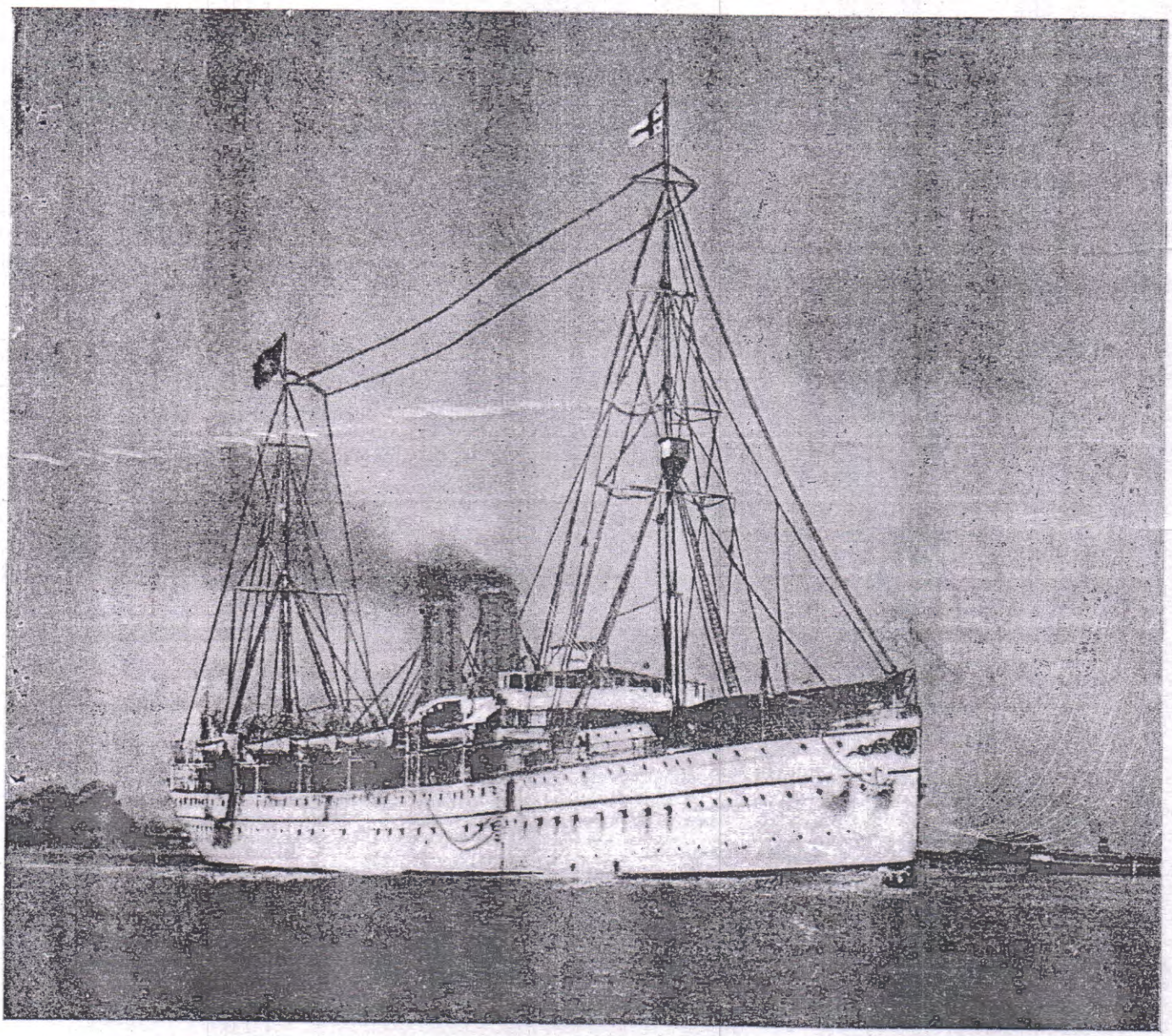
Finance Committee
Shri R.D. Bhave
Capt. V. Ramadurai
Capt. M. Madhusudan
Shri P.C. Martin
Shri R.A. Kamath
Shri V.R. Reddy

Brouchure Committee
Capt. G.A. Mande
Shri S. Kasthuri
Capt. V.V. Seshadri
Comdre. Claudius
Capt. M. Sudhakarudu
Capt. R. Appaswamy

Celebration Committee
Capt. S.R. Dighe
Capt. K.C. Thomas
Comdre. Claudius
Capt. Surrinder Mehta
Capt. G.G. Rajaram
Capt. F.D. Joseph



MADRAS HARBOUR – R.I.M.S. DUFFERIN DISEMBARKING TROOPS AT THE SHIP WHARF.



On 30th December 1921 R.I.M.S. "Dufferin" left Calcutta flying the Prince's Standard at the Main and the Flag of Rear Admiral Mawby, C.B., C.V.O., FLag Officer Commanding, Royal Indian Marine, at the Fore.

HISTORY OF THE DUFFERIN

INTRODUCTION

In the Maritime Training in India, the T. S. Dufferin played a pioneering role which not only made India truly a maritime nation but also helped other countries in the region Though the Dufferin has been succeeded by the T. S. Rajendra and the D.M.E.T., she continues to inspire cadets passing through the Rajendra and the D.M.E.T.

Although India attained independence in 1947, it was not until 1950 when Jala Gopal, a passenger-cum-cargo Vessel with a full complement of Indian Officers and crew crossed the oceans. It is also to the credit of the Dufferin that the first Indian chief of Naval Staff appointed in 1958 was an ex-cadet of the 1st batch whose Roll No was 1.

The ex-cadets of the Dufferin and Rajendra are now celebrating the Diamond Jubilee of the maritime training in India. Some senior colleagues have opined that this is a good occasion to record the history of Dufferin. A special feature of this commemorative brochure is the directory of the cadets who have passed through the Alma-Mater. It is expected that ex-cadets of D.M.E.T. and Rajendra will pick up threads from here when they record their history. The following is an attempt towards that end.

Capt. G. A. MANDE

This Ship was named after the Marquess of Dufferin and Ava, Viceroy and Governor General of India 1884-88.

R I.M S. "DUFFERIN"

The beginning The proposal to build "Dufferin" was first put up in 1902 and was sanctioned in 1903. She was built to replace the old R.I.M.S. "Clive" and was to be a trooper of the HARDINGE Class. She was built by Messrs. Vickers, Sons and Maxim at Barrow-in-Furness at a cost of £ 193,625 She was designed to carry 244 Officers and Ship's Company, 1.100 British Troops and families upto 50 old servants or 1,700 Indian Troop on short voyage. She was launched on the 14th September 1904 and then proceeded to a fitting out berth.

The Maiden voyage. The builders had agreed at an additional cost of £6,000 to deliver "Dufferin" in Bombay. One Executive Officer (Commander Pitford, R.I.M.) and two Engineer Officers (Chief Engineer Torry and Engineer Robertson) were ordered to "stand by" the Dufferin as she was being built. These Officers eventually took passage to India in her, on her maiden voyage out "to study her behaviour". They were signed on at 1/- a month to preclude their being called "passengers ' and thus to save on Suez Canal dues. The Officers were given specific instructions to take no part in the management of the Ship.

She was officially taken over in Bombay by the Government of India on 21st February 1905.

Routine Duties. From 1905 to 1910, R.I.M.S. "Dufferin" was employed on routine trooping duties from India to Burma, Malaya, Hongkong and Africa. These duties were carried out during the cold weather months from September to the end of April, and then the ship went into dry dock and to the wet basin in the Government Dockyard, Bombay, for general overhaul and refitting. The "Dufferin" made a voyage to Southampton and back during 1910 under the command of Captain Huddleston. Lieutenant Digby-Beste, R.I.M. (later Captain-Superintendent I.M.M.T.S. Dufferin) joined the ship in Southampton on 4th March 1910. A regular trooping service to the United Kingdom was carried out during 1912–13 under the command of Captain Shearme, R.I.M., and Captain La Touche R.I.M. In commemoration of a voyage to

Southampton in November-December 1912 the Visitors Book was presented to the ship.

During 1912 she had a three-hour full-speed trial in the China Seas reaching 17.22 knots. At 15 knots she vibrated terribly but at 17 knots she was quite steady. Her normal cruising speed was 14.5 knots consuming about 98 tons of Welsn coal per day. Her economical speed was 12.5 knots which she could maintain using only three boilers in exceptionally fine weather. Her Stoker complement consisted of 16 Tindals, 81 Stokers and an additional 16 Stokers had been asked for. The "Dufferin" was notoriously hot in the Engine Room and stoke-hold. In 1913 the "Dufferin" carried the Central India Horse to Bombay from Bushire. They were the last troops that were up there prior to the first World War. Field Marshal Birdwood's brother was in command of the contingent. In December of that year when picking up the pilot of the Needles, the Trinity House auxiliary pilot cutter when manoeuvring alongside to get the Pilot on board missed stays and ran into the "Dufferin" at right angles and sank. The pilot crawled aboard through one of the portholes. Fortunatly no lives were lost. When the cook was picked up and was climbing on to the "Dufferin", he made a classic remark, "There she is at the bottom of the deep blue sea with a beautiful ruddy steak and kidney pudding in the oven".

Sub-Lieutenant J. Rattray (Later Flag Officer, Bombay) joined the ship in Southampton on this voyage. He arrived on board at 8 a.m. and he was ordered to get into his frock-coat, sword slings and, with a telescope under his arm, was placed at the top of the gangway when all the other officers proceeded ashore, much to Sub-Lieutenant Rattray's bewilderment as at that time he knew nothing about service matters or routine.

In Southampton wireless was fitted into the Ship as a result of the scare caused by the sinking of the "Titanic" in April 1913.

Lord Kitchener. Among the distinguished visitors that "Dufferin" has carried was Lord Kitchener when he was Commander-in-Chief. Captain Shearme was in command of "Dufferin" on that occasion. Before Lord Kitchener joined the ship Captain Shearme had ordered a number of military works and had placed them in the Library thinking that this would be appreciated by the Commander-in-Chief. The story goes that when H.E. Lord, Captain Shearme showed him the books with pride. Lord Kitchener looked at them and said "Haven't you any penny bloodies, that's what I like to read.

Gun Running. R.I.M.S. "Dufferin" took part with the Royal Navy in a blockade of the Mekran coast between Jask and Henjam to suppress gun running that was taking place on a large scale from Muscat. This traffic was carried on in dhows across the Gulf of Oman and landed at selected places on the Persian Coast. Proceeding there onwards by came caravans eventually arriving in Afganistan. This blockade duty was an exceedingly hot and unpleasant one as in those days all officers were required to wear No. 10 uniform throughout the day irrespective of the nature of work or the temperature and at night mess-kit was worn with stiff shirts for dinner. In those days there were no No. 13's or Red Sea Rig.

All on board became very proficient in landing several hundred troops and mules on open beaches using only the ship's life boats which had all gear and thwarts removed for this purpose. The mules were used for gun teams.

As a result of daily practice "Dufferin" is understood to have been able to embark 100 mules in her boats, land them on an open beach and re-embark them on to the ship in about half an hour per operation. On the Ship six mules were slung at a time on to one hook at the end of a crane and lowered into the life boats which were then towed in shore by steam boats. At the short end the mules were trained on arrival to get of the boats and, on being given the order, to jump back into the boats for the return passage to the ship. It is interesting to know that the mules were trained to this high state of efficiency by the ship's Laskars and not by the Sepoys.

H. M. S. DUFFERIN

War Service. The " Dufferin " had been designed to serve, if required, as an auxiliary

cruiser and shortly after the outbreak of war her guns were mounted in the places provided. Her armament consisted of eight 4. 7." guns on pedestal mountings and eight 3 Pdr. Q. F. Guns.

In August 1914 "Dufferin" was in Port Blair. She was re-commissioned as an auxiliary cruiser and as H. M. S. " Dufferin " she wore the white ensign and was manned by a mixed R.N. and R.I.M. Crew approximately a quarter of the Seamen Rates being Royal Naval personnel and the rest and all the Stoker Rates were from the Royal Indian Marine. H.M.S. " Dufferin " was attached to the East Indies Squadron, and served as Flagship for some months. Not much is known about her war history but she took part in the search in the Indian Ocean for the German Armed Raiders "Koenisberg" and "Emden" after the latter had bombarded Madras.

It is believed that she took part in the defence of the Suez Canal under the command of Captain Waleran, R.N., and was shelled and damaged when the Turks attacked.

R.I.M.S. DUFFERIN

Fired at by the French. In 1919 she was refitted as a Troop Ship and under Captain Dalgleish, R.I.M., went to Constantinople and was fired at by the French at Chenak, who refused to accept her *bona fides* as a man-o'war owing to the fact that the old Royal Indian Marine Acts under which she was commissioned did not extend west of Suez. This led to R.I.M. Ships remaining in eastern waters until the Navy Act was finally passed.

His Royal Highness the Prince of Wales (later King Edward VIII), travelled in the Ship in 1921-22. He arrived in Bombay in H.M.S. "Renown" and was taken ashore to Apollo Bunder in a picket boat coxswained by a Midshipman G. Barnard, R.N. Apparently the picket boat did not go alongside quite as smoothly as was to be expected resulting in Midshipman Barnard's leave being stopped for the rest of the time in Bombay. Midshipman Barnard's next 'visit' to India was in 1950 when he came out to take up the appointment of Commodore-in-Charge, Indian Naval Squadron. His Royal Highness travelled around India and then proceeded to Calcutta. On the 28th December 1921 he visited the R.I.M.S. " Dufferin " to inspect the quarters that he was to occupy and was not pleased to observe that; there was a long table in his Dining Room ; at the head of this long table was a chair with a silver replica of the P. of W. Feathers. He is alleged to have asked where he was expected to sit, on being told at the head of the table he stated that in his view all his staff were of equal seniority and he would prefer that the long table were replaced by a round one and thus too much seniority could be diplomaticaily avoided. It is understood that the 8 feet diameter teak wood table was built by Messrs. Garden Reach Workshops in approximately 36 hours. Captain Campbell was in command of the " Dufferin " and was decorated with the M.V.O. when sitting at this table one night after dinner.

R.I.M.S. "Dufferin" flving the Prince's standard at the Main and the flag of Rear Admiral Mawby C.B., C.V.O., Flag Officer Commanding, R.I.M., at the Fore left Calcutta on Friday, 30th December 1921, and arrived in Rangoon on the early, morning of 2nd January 1922. At noon on Tuesday, 10th January 1922, R.I.M.S. "Dufferin" sailed from Rangoon for Madras arriving there in the early morning of Friday, 13th January 1922. His Royal Highness was accompanied by the following Staff :—

Chief of Staff : The Earl of Cromer, K.C.I.E., C.V.O.

Comptroller of H.R.H.'s household : Vice-Admiral Sir Lionel Halsey, C.V.O., K.Cs. M.G., C.B.

Chief Secretary : G. F. de Montmorency, Esq., (later Sir Geoffrey), C.I.E., C.B.E., I.C.S.

Military Secretary : Colonel-on-the-Staff R.B. Morgan, C.V.O., D.S.O., 20th Royal Deccon Horse.

Private Secretary to H.R.H. : Sir Godfrey Thomas Bart., C.V.O.

Equerry to H.R.H. : Captain Dudley North, C.M.G., C.V.O. R.N.

Equerry to H.R.H. : Captain the Hon. Pier. Legh, M.V.O. O.B.E.

Equerry to H.R.H.: Lieutenant the Hon. B.A.A. Ogilvy, M.C.

Chief Medical Officer: Lieut.-Colonel F. O'Kinealy, C I.E., I.M.S.

Asst. Military Secretary: Lieut-Colonel G. O. Harvey, C.B.E., M.V.O., M.C., 38th King George's Own Central India Horse.

Asst. to Chief Secretary: H. A. F. Metcalfe. Esq., I.C.S.

Police Officer: D. Petrie. Esq., C.I.E., C.B.E. M.V.O., Indian Police.

Personal Medical Officer to H.R.H.: Surgeon Commander A. C. W. Newport, M.V.O., R.N.

Aide-de-Camp.: Captain E. D. Metcalf, M.C. 3rd Skinner Horse.

Aide-de-Camp.: Captain F. S. Poynder, M.V.O., M.C., 9th Gurkha Rifles.

Aide-de-Camp.: Lieutenant the Lord Louis Mountbatten. M.V.O., R.N.

(The last name will be read with particular interest).

Cyclone. During this year "Dufferin" went through the Centre of a Cyclone and smashed in the forward hatch which was half filled with water. In February 1923. "Dufferin" hoisted the red pendant (the old Indian Naval Pendant) together with other ships of the R.I.M. by order of His Majesty in recognition of war service. She was commissioned to take the Governer of Bombay on a State visit to Goa In March, Commander Digby-Best R.I M. was Placed in command of R.I.M.S. "Dufferin" but never actually sailed in command of her as she was paid off on 1st April as a result of the Inchcape Commission's recommendation on account of the necessity for economy.

Nearly the end. In June 1925 it was decided to break up the Troop Ships "Hardinge", "Northbrook" and "Dufferin" and the first two ships were sold for scrap for Rs. 2 lakhs.

A new lease of life.

The Indian Mercantile Marine Committee. Pursuant to the Resolution moved by Sir P. S. Sivaswamy Iyer in the Indian Legislative Assembly, the Government of India appointed the following Committee on 3rd February 1923 to consider the question of training Indian Officers for the Merchant Navy :—

President: Capt. E. J. Headlam, C.M.G., D.S O., A.D.C., R.I.M., Director, Royal Indian Marine

Members: The Hon'ble Sir Arthur H. Froom, Kt. J.P., Partner, Messrs. Mackinnon Mackenzie Co., Ltd , Bombay.

The Hon'ble Mr. Lalubhai Samaldas, C.I.E.

Jadu Nath Roy, Esq., Bengal National Chamber of Commerce.

Sir John Biles, K.C.I.E., LL.D., D.Sc., Consulting Naval Architect to the India Office.

Dewan Bahadur Trivendata Rangachariar, M.L.A.

Secretary: Mr. J. H. Green.

In 1926 the following Expert Advisers were co-opted:—

Captain C. M. Sayer, C.B.E., R.D., R.N.R., Captain-Superintendent of the Training Ship "Worcester".

Mr. J. A. Richey, C.I.E., M.A. Educational Adviser to the Government of India.

Captain E. J. Headlam, C.S.I., C.M.G., D.S.O., Director of the Royal Indian Marine.

As result of this Committee's recommendations it was decided to convert R.I.M.S. 'Dufferin" into a training ship, and the Government of India agreed to her sale to the Department of Commerce for that purpose for Rs. 1,25,000 on the 5th October 1927.

First Meeting of the Governing Body. The first meeting of the Governing Body was held in the office of the Director, Royal Indian Marine, at 4 p.m. on Wednesday, 27th, July 1927. The following members were present :—

Captain E. J. Headlam, C.S.I., C.M.G., D.S.O., R.I.M.

D. J. MacGillivray, Esq.

Narottam Morarjee, Esq.

M. A. Master, Esq., B.A., LL.B.

During this meeting the position offered by the Port Trust for mooring the "Dufferin" in the Harbour was approved and also the ground offered at a nominal rent for the playing field was accepted. The *Second Meeting of the Governing Body* was held on Wednesday, 24th August 1927, when the following members were present :—

Narottam Morarjee, Esq.
M. Hesketh, Esq.
D. J. MacGillivray, Esq.

It was announced that the Board of Trade had promised to allow the three-year course in the "Dufferin" to count as one-year sea time.

The President announced that His Excellency had kindly promised to present a Gold Medal annually on the same lines as the King's Gold Medal to the Training Ships in the United Kingdom.

The nomination of Commander H. A. B. Digby-Beste O.B.E., R.I.M. as Captain-Superintendent and the Secretary of the Governing Body was accepted by the Governing Body.

During the Monsoon of 1927 R. I. M. S. "Dufferin" was overhauled and fitted as a training ship in the Government Dockyard, Bombay, and on 1st November was taken over by the Department of Commerce to commence her new sphere of activity and become officially I. M. M. T. S. "Dufferin".

I. M. M. T. S. " DUFFERIN "

The first Member of the Staff join. Boatswain Instructor Sheik Ahmeer Hussain, Lascar Daud Saidu Lascar Ali Qadir and Steward F. X. Lobo joined on 1st October 1927 together with Assistant Surgeon A. J. Arnold, I.M.D. and Ship's Clerk, Mr. A. C. De Costa; so to them goes the honour of being first joined. On the 1st November Commander H. Digby-Beste, took over charge and 'signed on' the small crew ; also joining on that date was Mr. A. Lampon, Boatswain Instructor (previously Signalman from H.M.S. Crocus). Mr. H. W, T. Davies, the Second Officer, arrived from Rangoon on 12th November and immediately took over his new duties. Cook C. R. D'Mello joined on 1st February 1928.

The prospect was not too rosy, Dockyard hands were still on board and the first batch of cadets were joining in 12 days' time. The ship was due to be towed to her moorings on the 14th and at the same time a cyclone was raging outside within a hundred miles of Bombay. This last was considered rather a blessing in some ways as it caused the ship to be washed down automatically by miniature cloud bursts and saved a certain amount of labour.

Proceeds to her new moorings. The actual site in the Harbour for the "Dufferin" was selected by Captain W. Hoseason the Harbour Master at that time The laying of the moorings were completed on 13th October 1927 and buoyed pending Dufferin's arrival. Captain Milne was the Master Pilot who took her out of the Government Dockyard while Mr. H.W.T. Davies, Second Officer, was on the Fo'c'sle Head and supervised the actual shackling on to the moorings for the first time in the "Dufferin's" new berth off Mazagon and thus added one more sea mark to Bombay Harbour.

The First qualifying Examination was held simultaneously at Bombay, Calcutta, Rangoon, Madras, Lahore and Lucknow on October 31st and November 1st, 1927, and considering that the opening of the Training Ship was only announced in the Press in September, the response was good, as some 77 candidates decided to become sailors and entered for the examination. Forty passed and of these thirty were selected. The successful lads were measured up for unifoims, joined between the 23rd November and the 1st December, and soon settled down to a life which was entirely novel.

The first Cadets join. The Training Ship actually came into being on 23rd November when seven Cadets from up-country who had passed the Examination and satisfied the Selection Board were allowed to join before the official opening to save them the necessity of residing ashore between 23rd November and the 1st December on which date the First Term of the First Year of the First Training Ship in India officially, commenced. The actual dates

of joining of the cadets forming the first batch was as follows :—

23rd November 1927 : K. R. Captain (Bombay) ; Jayat Singh (Guzarat) ; B. K. Sahgal (Delhi) ; P. N. Kohli (Delhi) ; G. B. Lamach (Rangoon) ; B. C. Bannerjee (Benares) ; Q. Ahmed (Gonda).

24th November 1927 ; A. Chowdhury (Barisal) ; S. K. Roy (Allahabad) ; Monoharlal (Ishakel),

25th November 1927 : C. S. Tatem (Lahore).

28th November 1927 : Ram Dass (Nanded) ; S. Chatterjee (Bombay) ; H. Huq (Faridpur).

29th November 1927 ; S. G. Karmarkar (Poona) P. R. Apte (Bombay) ; U. Shankar Rao (Delhi) ; B. P. Verma (Gorakpore).

1st December 1927 : R. A. Rego (Bombay) ; A. M. Correa (Poona) ; E. J. Moon (Bombay) ; A. Chakravarti (Ajmere) ; K. N. Lahiri (Allahabad) ; E. J. Jacob (Trivandrum) ; J. D. Randeri (Bombay) ; E. G. Corroll (Bombay).

7th December 1927 : J. P. Gupta (Muttra).

15th January 1928 : D. K Carey (Bombay) ; B. Chuckerbutty (Ajmere).

The seven Cadets who joined on 23rd November were accompanied by several relatives and friends and the Captain-Superintendent took the opportunity of explaining to them what life on board meant in a short speech. He said:

Parents and Boys.

You are starting today a new career to India, for though India supplies from its seaboard sailors second to none in the world, still, there have been up to date no facilities for training boys to become officers in the Merchant Service.

Merchant shipping requires good and able men as Officers. They need not only be sailors, but navigators and organisers. The profession certainly has a few drawbacks, such as absence from home but on the other hand it has advantages over other professions.

A sailor travels to many countries, sees various lands and peoples, lives his life on the open sea, leads a healthy life, and follows one of the most honourable professions in the world. Speaking as a sailor, I am sure you will forgive me, if I say it is the best profession.

In the late World War the men of the Mercantile Marine saved the Empire and set an extremely high standard of duty to live up to.

I won't detain you longer but I wish to pass a few remarks about your life and training for the next three years on board.

A ship is rather like a Scout Camp. It is entirely self-composed. To become a successful officer and eventually command, you must know the details of all the necessary work done by the crew in all departments.

To command you must learn to obey and to obey at once. To command you must know how to carry out the order yourself. For this reason the crew of a training ship is small and all the work of the ship, as far as is compatible with your studies, must be done by you yourselves so that later on you will know what the carrying out of an order means in detail. Your Officers and Instructors have done all this in their youth and so risen to their present positions. You will doubtless have to undertake certain tasks which may be uncongenial, but the parents may rest assured that such training is necessary.

The Dufferin commences her career rich with the experience of other training ships in in Western Waters which have successfully trained men the nation is proud of.

You have endless facilities for games, both on shore and on the water and on board; such facilies indeed that are given to few.

Remember now, boys, the "Dufferin" and the tradition of the "Dufferin" are both in your hands.

You have a ship to be proud of. For many years the vessel belonged to the Royal Indian Marine. H.R.H. the Prince of Wales flew his Standard at the Main when travelling from Calcutta to Rangoon and Madras. For some

time the vessel was Flagship of H.E. the naval Commander-in-Chief.

These are traditions of the Ship.

In addition, you have the tradition of the Mercantile Marine.

If you work hard and play the game, I am confident of the future.

When the last good-byes and farewells had been said, the boys settled down to work without waste of time. After a midday dinner they proceeded to their sleeping flats, stowed away their clothes, had a personally conducted tour round the ship followed by a game of deck hockey. By this time it was getting dusk, and the order was given to "Clear Up Decks" thus introducing the future 'Salts' to their first spot of work before going to Tea which was followed by Prep. This latter was rather a shock as some of the Cadets had an impression that on joining the ship they had finished with school. On the same day, the first of the Scholastic Staff joined in the person of Mr. R. D. Sathe, M.A., who came from the Secondary Training College. He too was faced with a difficult task as school had to begin at once but this difficulty was also overcome and the newly joined Cadets found that the break in their studies due to their joining was not of 24 hours' duration.

On December 1st. the Headmaster Mr. H. I. Jones M.A. (Cantab.) joined from St. Paul's School, Darjeeling. His first introduction to some of his new pupils was on the tender which conveyed the last batch to the ship.

Next day the Chief Officer Lieut-Commander P. S. Campbell, R.N. (Rtd.) joined completing the complement of staff with the exception of one Assistant Master who did not join until January 1928.

On December 11th there was a visit from Sir Padamji Ginwala, Mr. A. Mathias and Dr. John Matthai, members of the Tariff Board, accommpanied by Captain E. J. Headlam, the Chairman.

Visit by H. E. The Viceroy. December 12th, 1927, was the day fixed for the Inspection by His Excellency Lord Irwin, Viceroy of India, and at 8 a.m. the Cadets had their first experience of dressing ship. The flags went up all right, *and for the first time the new* "House Flag" *was flown at the main, the flag was Blue, Red Blue vertical stripes and in the centre of the red division was the Star of India on a Blue field.*

His excellency accompanied by Captain Headlam arrived in the "Diamond" and was received on board by the Captain-Superintendent who introduced him to the following members of the Governing Body who were present: Sir Shimanlal Setalwad, Sir Purshottamdas Thakurdas, Mr. Lory (Director of Public Instruction), Mr. Kaikabad Cowasjee Dinshaw, Mr. MacGillivroy, Mr. M. A. Master and Mr. Narottam Morarjee. His Excellency was then introduced to the Officers and inspected Cadets after which he walked around the ship.

Viceroy's Speech :

The Viceroy said he was very glad of an opportunity of addressing the boys, because they were the pioneers in an adventure which he hoped, with the help of those responsible for guiding it in their different capacities, was going to be a great contribution towards enabling the sons of India to become responsible in an increasing degree in the Mercantile Marine that Served India and the World. He had no doubt that they already had had long enough to realise that the profession that they were making up their minds to try and follow was a difficult one, and would require much study before they were competent. They would learn more and more that everything worth doing in life was difficult, and that the easier things would not bring the same reward. They must always keep in their minds the thought that they were doing pioneer work and that they were taking up a career which hundreds of sons of India might follow later. Just as the foundation of a house was the most important part, so the foundation of a new scheme was its most important part, and the cadets he was addressing were responsible.

"The "Dufferin" was a ship with great traditions and they had to follow up these with traditions of a different kind. They must see that these new traditions grew up on sound lines

and were built on firm foundations. He did not want to give them a lecture, but he did want to tell them that a great many people over India and outside were watching the "Dufferin" experiment. That was the reason why he insisted on making time to come and see how they were getting on. As long as he was in India, His Excellency concluded, he would always watch and hear with interest what they were doing. They had his warmest wishes for success, which lay mainly in their own hands, for success in life depended on the individual.

Somewhile later was received from the Military Secretary a large signed photograph of H.E. the Viceroy bearing the inscription: "Presented to the Cadets of the Training Ship 'Dufferin' by H.E. the Rt. Honourable Lord Irwin, G.M.S.I., G.M.I.E., P.C., Viceroy and Governor-General of India, in commemoration of his visit to the Ship on December 12th, 1927."

Owing to the kindness of Mr. Narottam Morarjee, a member of the Governing Body, the cadets had a trip round the harbour in the s.s. "Jalavihar" in the afternoon. On that day there happened to be a large Jamboree which was attended by some 11,000 Scouts from all over India, and Mr. Narottam Morarjee as Commissioner for Bombay had arranged for this ship with others to take as many Scouts as possible round the harbour.

First appearance in Public. On December 14th the cadets went ashore to the Gateway of India, to line the quay for the landing of H. M. the King of Afghanistan. Whilst they were waiting they were informally inspected by H.E. the Governor of Bombay and Sir Chunnilal Mehta. This was their first appearance in public.

Sir Geoffery Corbett, Secretary to the Government of India, Department of Commerce, visited the ship on December 21st.

December 22nd was a whole holiday given at the request of H.E. the Viceroy. In the morning the cadets pulled themselves ashore in the cutter to Hay Bunder and played football. In the afternoon the Captain arranged for the 78th Troop of Boy Scouts (his own troop) to come on board. The cadets played them at deck hockey and cricket, lost the first game but beat the scouts at the second. In the evening there was a joint concert.

Xmas holidays. December 23rd the Christmas holidays commenced. The holidays were short owing to the term having commenced on December 1st but the cadets were not sorry as the novelty of ship life had not worn thin. On the 24th December there was a picnic at Elephanta Caves; on Xmas day a football match ashore Cadets *vs.* Staff; on the 26th a bathing party at Juhu had been arranged, whilst on the 27th the cadets went to a cinema ashore.

School restarted on the 28th December and the cadets settled down to a really strenuous term. In the first part of the month there was a visit from Sir Sivaswamy Iyer, followed next day by a vist of the Headmasters of the European Schools in India, who were holding their yearly conference in Bombay.

1928. On January 5th Sir Mohamed Yussuf invited the cadets and as many of the ship's company who could be spared from their duties to his Marine School at Novha, Hog Island. H.E. the Governor presided at the Prize Giving that day.

On the 19th January 1928 the ship received a visit from H.E. the Governor of Bombay, Sir Leslie Wilson, who inspected the cadets and watched them at boat drill. His Excellency was pleased with his visit, and invited all the cadets to go and see "The Flag Lieutenant" at the Capital Cinema as his guests on the 26th January. The ship was presented with a signed photograph of Sir Leslie Wilson with a suitable inscription.

The First Term Ends. The First Term ended on January 14th, 1928, and just before then was held the first examination. Cadets Ram Dass and Rego came first and second respectively.

The Second Term. The Second Term commenced on 15th January and ended on 30th March 1928. There was no vacation between First and Second Terms. The Easter holidays were from March 30th to 9th April, all except 9 cadets went home to their parents. For those

who stayed behind a camp was arranged at Juhu, the first of many such camps.

The first Sunday of each month was arranged as Visitors' Day and during this terms the Captain - Superintendent's Efficiency Cup Competition was commenced. It is interesting to note that at this time 13 different languages were used by the 29 cadets in writing their weekly letters home.

The Third Term commenced on 10th April, and on 16th April 1928 the ship was inspected by the Governing Body. On 29th April there was an inspection by Vice-Admiral Thesiger, His Excellency the Naval Commander-in-Chief, East Indies Station. He was met at the Gangway by the Captain and Officers whilst cadets Tatem, Sahgal and Jacob sounded on their bugles the "Alert", "General Salute" and "Carry On".

The examinations for the year 1927-28 commenced on 4th June 1928. The Cadets had their first really big job on Saturday, 9th June, in sending down the Foreyard and Foretopsail yard preparatory to the Monsoon, while in the succeeding days prior to 'breaking-up' the awnings were furled and the ship generally prepared for the Monsoon. The Term finished on 15th June 1928 and this date was officially recognised as the end of the First Academic Year.

The first promotions to the rank of Cadet Captain. During the first year the 29 cadets were divided into six Tops, as all the cadets had joined at the same time an equal chance was given to each to lead his Top for six weeks during which period he enjoyed the distinction of being called 'Top Leader' but bore no distinction on his uniform. Seven permanent Cadet Captains and six permanent Leading Cadets were chosen at the end of the year so as to get the system into full working swing before the arrival of the new batch of Cadets. The following were the promotions :—

	Cadet Captain.	*Leading Cadets.*
Port Fore Top	K. Ram Dass	Karmarkar
Port Main Top	Monoharlal	Ahmed
Port Mizzen Top	Choudhury	Saghal
Stbd. Fore Top	Rego	Jacob
Stbd. Main Top	Caraey	Ray
Stbd. Mizzen Top	K. Captain	Lahiri
Band	Tatem	

The Second Academic Year. The Fourth Term commenced on 15th September 1928 and this date was recognised as the commencement of the Second Academic Year. During the Monsoon Vacation certain alterations had been carried out. The Cadets' Galley had been entirely re-modelled and floored with white tiles and a lift fitted to convey food down to the Mess Room and also the coal shoot was fitted to convey coal down from the Upper Deck straight into the Galley. The Orlap Deck Dressing flats were fitted out as such, they were originally the baggage room, ice room and servant's quarters. The swimming bath was also constructed at this time.

On 8th October Captain Sir Edward Headlam. C.S.I., D.S.O.. A.D.C. R.I.M., and the Governing Body inspected the ship.

The First Annual Prize Distribution took place on 21st November 1928, His Excellency Sir Leslie Wilson, Governor of Bombay ; presided. The Governing Body was represented by Captain Sir E. J. Headlam, Sir Hormusjee Cowasjee Dinshaw, Sir Purshotamdas Thakurdas, Messrs. M. A. Master, F. P. B. Lorry, D. J. MacGillivray. The proceedings opened with three boxing contests of three one-minute rounds, between Leading Cadet Q. Ahmed and Cadet Huq, Cadet Rego and Cadet Moon and Cadet Captain Tatem and Cadet K. Captain.

The Captain-Superintendent then read the Report of the first year's training for the year 1927-28. His Excelleney Sir Leslie Wilson, after the conclusion of the Report, presented the prizes. Sir Edward Headlam spoke on behalf of the Governing Body.

He said "that it could not be denied that the 'Dufferin' had been an outstanding success in its first year of life, and that the credit for that success had been due to the Cadets themselves, for everything was strange and new to them. He thought that the Cadets had in their first year right worthily maintained the highest traditions of the great Pioneers in noble adventures and he could see no reason to doubt that this good spirit would continue throughout their course in the 'Dufferin', through their apprenticeship to the Sea, and through long and honourable careers in that great Sea Service, the British Mercantile Marine. After being in

existence for only one year, the 'Dufferin' had 160 applications for 30 cadetships for the coming year, from boys drawn from all parts of India, and this was another achievement of which they might all be justly proud. They had been very fortunate in having been given a large number of scholarships by the Government of India, public bodies in India, the Scindia Steam Navigation Company, and other public benefactors. He felt sure that, in Admiral Walwyn. who was taking his place, they would have a very keen and sympathetic Chairman who would take a great interest in the work of the Ship ".

His Excellency, in replying, said that he had watched the progress of the Cadets of the "Dufferin" with the keenest interest because he was so pleased to see a definite and most promising start made in the proper and adequate training of the sons of India for service in the Mercantile Marine. He sincerely and very warmly congratulated the Governing Body, Captain Digby-Beste, Lieut. Commander Campbell and the very able staff of the "Dufferin" on the result of the first year's work. It was a great career which the Cadets had chosen with great and historic traditions The many services which the Mercantile Marine had rendered to the British Empire were emblazoned on every page of British History: without it there would never have been a British Empire at all: without it the Great War could not have been won, for, while the Royal Navy always had been and always would be Britain's right arm, yet the war could hardly have lasted a month but for the strength of the Merchant Service, and the gallantry and devotion of its officers and men.

The proceedings ended with three cheers for his Excellency the Governor, and three cheers for his Majesty the King Emperor, led by the Chief Officer, after which the visitors adjourned to refreshment tables laid out on the starboard side of the deck.

The Second qualifying Examination. There were in all 160 registered candidates of whom 146 sat for the Qualifying Examination at the various centres on 31st December for the 35 available vacancies which shows a considerable increase over the 77 names who were registered for the first qualifying examination.

Playing Fields. The Playing Fields at Hay Bunder were officially taken over, in addition to the Pavilion they were of sufficient size to admit of 3 games of Hockey and one set of Tennis to be played simultaneously. The grass had taken root and water was laid on—at that time they were stated to be second to none in Bombay.

On 13th December 1928 the new Chairman of the Governing Body Rear-Admiral H. T. Walwyn, C.B., D.S.O., R.N., the Flag Officer commanding the Royal Indian Marine, inspected the ship and on 15th December the ship broke up for the holidays. Dr. G.A. Rose, I.M.D., joined the ship as Medical Officer.

A change in the dates of the School Year. The dates of the school year were altered and the Second Batch of Cadets joined on 15th January 1929. The First Batch completed their training on 15th June 1930 and the Second Batch on 15th December 1931. The reasons for the change of the school year was that the original programme would cause the Qualifying Examination and Selection for new boys and the placing of old boys at sea to take place in the Monsoon. In view of the weather conditions in Bombay at such time this was not considered satisfactory. During the term September to December 1928 the first batch were on board and this was therefore called the Fourth Term whilst the term January to March 1929 went by the name of First Term 1929 for all Cadets.

1929 The Cadets rejoined on 15th January together with 35 new Cadets thus making 63 in all under training.

Change in Uniform. The uniform for Sunday Division known as No. 1's was changed to a Blue reefer and white trousers in place of the original single breasted blue patrol jacket and blue trousers.

Mr. Davies left the "Dufferin" and joined the Bombay Pilot Service; Boatswain Instructor Sheik Ahmeer reverted to his own service.

The Dufferin Promise. On 20th January the Ceremony of the "Dufferin" Promises took place for the first time.

On the previous day the Tops had been chosen. It was then customary for the Cadet Captains of each Top to select their own Juniors after they had been on board for about 3 or 4 days, thus giving the older cadets time to get to know them. The Juniors were fallen in on the Quarter Deck amidships and the Cadet Captains of each Top in turn called out the names of the Cadets who would henceforth belong to their Top.

On this day the Tops were fallen in, the Juniors for the first time wearing their new No. 1 uniforms. One could see the old Cadets in the Top, old sea dogs by now, conscious of their seniority, thinking of their first Sunday Divisions and wondering whether the new cadets would ever reach their standard ; one could see the faces of the new boys slightly awed by the solemnity of Divisions proud of their uniform, wondering what was going to happen. The whole experience of their first week on board was so jumbled, that it was not possible for them to straighten out their thoughts, nor did there appear any particular desire to do so, Familiar class room work in unfamiliar class rooms, hard manual work that had made their muscles ache, but which nevertheless they had enjoyed, for many, strange foods and unaccustomed clothing,—were all factors leaving their minds in a haze, in which however the nebulous idea was rapidly forming that life on board was different to life ashore but that as budding sailors life was ahead, their past life ashore was astern, and they intended to go Full Speed Ahead and make good.

A sharp word of command and the ship's Company faced aft, and each Top in rotation marched up to the Captain-Superintendent when the Cadet Captain took the "Dufferin', "Promise", his Top repeating it after him. A short address by the Captain and the ship's Company were dismissed and to many the great adventure had begun.

The "Dufferin" Promise was "I PROMISE ON MY HONOUR TO DO MY BEST, TO DO MY DUTY AT ALL TIMES, AND HELP OTHERS TO DO THEIRS, TO PLACE MY TOP BEFORE MYSELF, AND THE SHIP BEFORE MY TOP".

1930 New Staff joins. Mr. C. R. Pinto joined on 15th January as Additional Master. On 15th February Lieut. C. A. Clark, R.N.R., joined as Second Officer and a week later Mr. S. E. Chapman joined as Third Officer.

On 25th February, His Excellency Sir Frederick Sykes, Governor of Bombay, and Lady Sykes visited the ship and two days later His Highness the Yuvaraj of Mysore came on board.

Early History of the Dorothy. The Chairman and Members of the Governing Body inspected the ship on 9th April and during this Meeting they recommended the purchase of M. L. Dorothy for the Dufferin's use at a cost of Rs. 6,000 from the Bombay Development Department. The Dorothy was a 50 H.P. Launch and was originally built at a cost of Rs. 27,866 by Messrs. Herman & Mohatta of Karachi in 1923. Alterations and repairs to her cost a further Rs. 3,529.

During this term the Cadets were permitted for the first time to go away in boats under power and sail without an Officer or a member of the crew in the boat.

Theatricals. On May 18 about 150 guests were invited on board. They were entertained to four boxing bouts and then the Dufferin "Jazz" Band gave a selection which was followed by a short play "Ici on parle francais". The stage was erected on the Poop; the play was produced principally through the efforts of Mrs. H. W. T. Davies.

The term broke up on 15th June after preparing the ship for the monsoon.

During the monsoon a number of changes took place on board. No. 2 Orlop Deck was fitted with overhead fans and converted into Mess Room. No. 2 Lower Deck was divided by a bulk head and turned into two class-rooms. The starboard class-room being fitted with a long table for Chartwork and the Port one equipped as a laboratory.

The rails on the boat-deck were removed and the boats swung outboard thus enabling this deck to be used as a gymnasium.

Engineer Lieut. Fairbairn, R.N.R., of Messrs. Mazagon Dock Ltd., was appointed as a part-time Lecturer in Engineering and Naval Architecture, and Mr. McAuliffe Port W/T. Inspector as Lecturer in Direction Finding.

The Nautical Form Terminal Examination took place from 28th November till 7th December while the English Form's (as the Juniors were then called) Examination lasted for 7 days.

During the year the Final Passing Out Examination received official recognition by certain Universities in India.

The syllabus on board was remodelled in accordance with the revised curriculum of the B.O.T. Competency Examinations.

The Oxford University Press Prize Essay was competed for the first time, this term.

The qualifying Examination for 33 vacancies in January 1930 took place simultaneously at 9 different centres in India on 2nd and 3rd December. 139 candidates sat for the Examination, 68 passed.

A busy week. The 13th December was the Annual Prize Distribution at which His Excellency the Hon'ble Sir Frederick Sykes presided. After inspecting the Cadets he witnessed a boxing contest of three bouts. The Amateur Boxing Federation officiated.

On 14th December the first Annual Athletic Sports were held. These took place at Hay Bunder with the band of the B.B.C. I. Railway Regiment in attendance. Lady Walwyn gave away the prizes.

On 17th December the Dufferin dry docked.

1930. January 14th was the commencement of the Third Year with practically a full quota of Cadets on board, 29 in their final year, 34 in their second year and 33 newly joined.

The Dufferin was in the Government Dry Dock throughout the Christmas Vacation (1929) for general cleaning and repairs to the hull which was found to be badly pitted involving electric welding, two coats of red lead, two coats of tar and cement; it was hoped that with this treatment and dry docking every year the ship would have a long life. Among other changes was the colour scheme. All the upper works, including boats, above the line of the Upper Deck was painted stone colour whilst the deck head was painted green with the idea of curtailing the glare. She undocked on 15th January with all Cadets on board.

On 19th January their Highness the Chief and Ranee Saheb of Sangli came on board with their staff and expressed their appreciation of all they saw and later on sent a very generous present of a box of sweets for each cadet and a large hamper of fruit.

First Dufferin Film. In February the first Dufferin film was taken by Mr. Howard Oakley. The film was about 700 feet long and taken with a Cine Kodak. One hour had been set aside for this but with rehearsals it occupied the whole morning The film commenced with a few views of Bombay starting with the Gateway of India and ending up with the Training Ship via Dockyard Station and Mazagon Pier. The film covered a whole day's work on the Dufferin commencing with Reveille.

Dufferin Promise reworded. On February 9th the "Dufferin" Promise ceremony took place on the Quarter Deck. It then read :—

"I promise To do my duty to God and the King

To help other people at all times

To place the Ship before my Top

And the Top before myself."

On 21st February the Cadets were exercised in laying out an anchor which was a new manoeuvre not previously practised.

A new feature this term was certain 'returns' which had to be submitted monthly by Nautical Cadets. Each Cadet had, in his own time, to hand to the Captain-Superintendent a Longitude Sight, a Meridian Altitude and an Amplitude, also a short essay on some nautical subject which had been set. The taking of sights had become possible as a Chronometer had been acquired.

On 1st March Kumar Shri Nirmalkumarsinghi of Bhavanagar was admitted for training.

On the 4th March a mild outbreak of influenza occurred on board among a number of cadets making it necessary to obtain the services of two nursing sisters to augment the Ship's Medical Staff.

Royal Indian Marine Cadetship. The Government of India offered three Cadetships, in the R.I.M. to be competed for by Cadets in the Nautical Class. The Examination was timed to commence on 5th May and was exactly similar to that set to candidates competing for the Royal Navy from the Training Ship "Worcestor" and "Conway" and the Nautical College, Pangbourne, in England. The Marine Class commenced special coaching for the Examination on the 1st March. It appears from the records available that no Cadets were successfull on this occasion.

Engineering Scholarship. Three State Scholarships worth £240 a year for five years spent in the Dockyards in England training for Marine Engineering granted by the Government of India and open to the public on an all-India basis, was held on 7th April. Cadet Captain Quamuuddin Ahmed of the "Dufferin" sat for this and was successful at the Examination and Selection and proceeded to England on 21st June. a second successful candidate was Mr. Razzaqui who later joined the "Dufferin" staff as Engineer Officer in 1946.

B. I. Cadet Ship Nardana. Towards the end of April the B.I. Cadet Ship Nardana visited Bombay and two football matches were arranged with their cadets. The cadets from Nardana invited a number of cadets from Dufferin to visit them and this hospitality was returned on 30th April. The Dufferin put on a Boxing display and showed some comic films which was followed by some dance tunes by the Nardana's Jazz band.

Raja Reddiar Prize. Mr. Master, Member of the Governing Body, when on a visit to Rangoon, explained the work of the "Dufferin' to Dr. Raja Reddiar who very kindly offered a sum of Rs. 2000 to be invested as a prize for "Rule of the Road".

Viceroy's Gold Medal. The first selection for the award took place on Monday evening. 12th May 1930.

The qualities for which the medal was awarded consisted of "cheerful submission to supervisors, self-respect and independence of character, kindness and protection to the weak, readiness to forgive offences, desire to conciliate the differences of others, and, above all, fearless devotion to duty and unflinching truthfullness".

The medal was open to boys who have been two years on board the ship and had received not less than half the total number of marks at the previous term examination. The Captain-Superintendent after conferring with the Head Master and the Chief Officer, selected not less than three nor more than five of the boys whom he considered possessed the qualities for which the prize is given. These names were then submitted to the Cadets assembled for the purpose and the candidate receiving the highest number of votes from his fellow Cadets received the medal.

Opening the proceedings Captain Digby-Beste said: "In 1861 Her late Majesty Queen Victoria was graciously pleased to award a gold medal to a boy on the "Worcester" who showed qualities likely to make the finest sailor. The statement of qualities for which this medal is given was first drafted personally by Queen Victoria, and the method of award is such which leaves the final choice in the hands of the Cadets themselves. His Most Gracious Majesty the King has continued the grant of a gold medal on similar terms, and such a medal is granted annually to the Training Ships "Worcester" and "Conway" and to the Nautical College, Pangbourne. His Excellency the Viceroy is graciously pleased to grant a similar medal annually to a Cadet on the "Dufferin", who possesses these qualities. This is the first time the selection has been made, and in a very few weeks the first batch of Cadets will be proceeding to sea."

The highest number of votes were obtained by Cadet Katari Ram Das and he was consequently declared the first recipient of the Viceroy's Gold Medal The next highest number of votes were obtained by Cadet Cecil Tatem who won the Prize of a Sextant awarded by the Governing Body to the next in order of merit.

Sir Leslie Hudson presided on the occasion, and among the distinguished guests present

were the Hon. Mr. Mirza Ali Akbar Khan, Vice-Chancellor of the Bombay University, Mrs. Mirza Khan and Mr. Kaikobad Dinshaw, besides several Naval Officers.

Owing to the Ship breaking up on 15th June which would probably have synchronized with the break of the Monsoon, there was no formal prize giving and the Medal was presented to the Winner by the Captain-Superintendent when announcing the results of the Examination on 13th June.

During the term the Government of India agreed to classify the Training Ship "Dufferin" as a permanent institution.

It was decided that henceforth there would be only two terms from 15th January to 1st June, with a break 10 days for Easter, and from 1st September to 15th December, thus enabling the Summer Holidays to commence before the break of the Monsoon.

Dufferin Old Cadets' Association. The Nautical Cadets decided amongst themselves that it would be a good thing to form an Association and three meetings were held and the old Cadets' Association first came into being.

The First Batch passed out on completion of their training on 14th June and were placed as follows :—

Scindia S. N. Co. ; Bannerjee, B. C. ; Chatterjee, S. ; Karmarkar ; Lamech ; Manoharlal ; Moon ; Randeri ; Shankar Rao.

B I. S. N. Co. : Arabinda Chakravarti ; Jacob ; Jagat Singh ; Kohli ; Kumharia ; Lahiri ; Roy ; Sahgal.

P. & O. : K.R. Captain ; Huq.

Asiatic : Carrol, A. ; Choudhury.

Marine Engineer Scholarship (Fairfield Ship Building Co.): Q. Ahmed.

Port Trust Workshops : Chuckerbutty, B.

Civil Employment : Correa (Railways) ; Verma.

Hooghly River Survey : Katari Ram Dass.

Cowasjee Dinshaw : Rego.

Mogul Line : Tatem.

More alterations. During the year several alterations were made in the ship. The forge was fitted, and the workshop was equipped with suitable machinery and carpentry benches. The canvas awnings were replaced by sun decking of corrugated asbestos.

As the Nautical Cadets had left in June, for the second term of this year there were only 66 Cadets under training.

The Inter-Top Boat Races. The Inter-Top Boat Races came into being at about this time. They were not limited to either pulling or sailing. The sailing orders issued to some of the competitors make interesting reading :

(i) Pull up to the mooring buoy, up mast and sail round the dredger Silurus and return to the Starboard Gangway (Whalers).

(ii) Pull to 'Jinga', set sail ; sail round 'Colaba' and back to the ship.

(iii) Pull to Dredger 'Kali' and leave a life buoy. Pull or sail around the "Dufferin", back to 'Kali' pick up the buoy and return to the ship (Whalers).

(iv) Man overboard race. Crews start from Quarter Deck. Each boat to pick up a a life buoy, pull to 'Jinga' and sail round 'Colaba' and back to the ship.

(v) The Bowman of each boat was supplied with a bucket of lime and a mop. They had to face each other at a distance (ship's length) and at the word 'go' had to mop as many of the other's crew as possible. Best of three encounters. (The coxswains of both boats suffered badly ! !)

(vi) Pull to Hay Bunder, get a Canna from the Playing Fields and sail back to the ship.

(vii) Land two passengers at Mazagon Pier, return under sail, anchor astern of the "Dufferin". Lower masts and sail and pull back.

(viii) Man and Rig boats, Reef down main sail, sail round 'Jinga', boats not to 'wear' during the race.

Aquatic Sports. The First Aquatic Sports took place at Hay Bunder on November 11, 1930. The Dorothy was moored at Hay Bunder and the course was across to Tank

100 yards). There were 4 events. Seniors won by Dewsbury. Diving by Brooks, 100 yards Juniors won by er-Watch 400 yards, four Cadets Watch competing, was won by the Watch.

ned Prize Day and Annual Athletic s the Nautical Class had completed ing in June 1930 and taken a great e Prizes with them it was decided to he Prize Distribution with the Sports ar and consequently the function did place on board. After the Sports the Home Member, the Minister for and other distinguished guests around the Pavilion when the Captain-Superintendent, Lt.-Comdr. mpbell, read the Annual Report. Walwyn who presided made a brief ongratulating all concerned, on the king. Lady Hotson was then invited ute the prizes. The Band of the Railway was in attendance.

The new term opened on 15th with 33 new Cadets joining. Captain y Gray, R.D., R.N.R., Nautical o the Government of India, spent a oard in early February and witnessed s at Fire Stations, Boat Stations, Man d and at general Boatwork. On 7th February he witnessed the Inter- ce and personally presented a Cup to ers.

erin Old Cadets' Association—First leeting. On 27th February the First General Meeting of the "Dufferin" Old Association was held in the President's The President for the year was Mr. R.S. of Messrs. Captain and Vaidya, s. Only 3 Cadets out of the 27 who ed out were present but letters were from other ex-Cadets. The Com- ecided to award an Annual Prize to a the English Class (present Juniors) the opinion of the Captain Superin- had best responded to the training is First Year.

March a 'Summer' Routine was brought rce. Evening studies followed on tely after school, games and other s commenced at 5-30 instead of 4.30 p.m.

On 22nd March Sir Ali Mohomed Khan, the President, and a part of members of the Bombay Legislative Council visited the ship and later invited the Cadets to attend a debate at the Council. The following March Mr. Marzban, the Sheriff of Bombay paid a visit and as a result there was a most interesting series of articles in the paper Jam-e-Jamshed.

Viceroy's State Drives through Bombay, On 17th April the Cadets landed and lined both sides of Churchgate Station from Flora Fountain to Marine Lines for the State Procession on the arrival of the Viceroy-Designate Lord Willingdon and again on the next day for the departure of H.E. the Viceroy Lord Irwin. The Cadets, 93 in all, marched with their band through the City for the first time when taking up their positions.

Presentation of a Broadcast Receiver. H.H. The Maharaja of Bhavanagar presented a Broadcast Receiver to the ship with three loudspeakers attached to it, One was placed in the Cadet' Recreation Room, one in the Captain-Superintendent's Quarters and one on the Quarter Deck which could also be plugged into the Wardroom or Hospital. This set was given by His Highness as a memento of the time that his brother the Kumar Nirmalkumarsinghi was a "Dufferin" Cadet.

Formation of the Navy Class. Three vacancies were offered to be competed for at a special Examination held by the F.P.S.C. in October 1931 to the "Dufferin" Cadets by the Government of India for the Royal Indian Marine, a further vacancy was offered later. A special Coaching Class was formed in February for which 8 Cadets were selected and sat for the Examination and 3 were successful. Two were accepted for the Executive Branch—Cadets Chakravarthi and Soman and Cadet Ikramullah for the Engineering, while Cadet Baswani was later selected for the fourth vacancy.

Flying Licence. Cadet Captain Ghandy granted special leave on Saturdays and Sundays to obtain the requisite number of flying hours for his "A" Licence at the Bombay Flying Club which he was successful in obtaining.

Dufferin Film Part (II). The Dufferin Film Part (II) was started during the term, and

included the camp at Juhu and also further scenes taken on board. This Part II together with Part I which has already been referred to was shown at the Breaking up party in June 1931. Throughout the film the Dufferin band supplied the sound when required and the guests were surprised to hear 'Revielle' when it was screened. The film was followed by a play called the "Ghost of Jerry Bundler" by the Remove Form (Second Year). The following Cadets took part: Oates, Basu, Walton, Bhandari, Sutherland, Sundaram Bower, Several other Cadets also took part in the evening programme with songs: G. Plomer; G. Saldanha; Crawshaw; Tobit; Rebeiro and Bobb. The Dufferin Band consisted of the following Cadets :

Bugles : Brooks; Kamsey. *Fifes* : Pradhan, Kershaw, Batra. ***Drum*** : Old.

The Athletic Sports at which Rear Admiral Walwyn presided and the Aquatic Sports at Hay Bunder were held as usual during the term, two new Events in the latter were the 'man overboard' race and the Tug-of-War.

On 22nd November the selection for the Viceroy's Gold Medal took place at which Mr. Cowasjee Dinshaw presided. The Winner was Cadet A. Chakravarti and the Runner-up, Cadet C. Adolphus. As on the previous occasion of this award the two were ceremonially ducked in the Swimming Bath, a practice which has continued throughout the years.

Surveying Competition. An Inter-top Surveying Competition was held on 26th November. The cadets landed at 4.0 p.m. and returned at 6.30 p.m. after surveying their respective parts of Bombay.

Dinner for Ex-Cadets. On December 14th, a day before Prize-Giving there was a special Dinner for the Ex-Cadets at which the Captain and Mrs Digby-Beste and the Staff attended. This was followed by a Dance on Deck. The Guest of the evening was Mr. R. S. Captain (President, Old Cadets' Association) and Mrs Captain. The following Old Cadets were present: A Chakravarti, Jagat Singh, B. P. Verma, Manoharlal and A. Correa. After Dinner, Capt. Digby-Beste in proposing the Toast of the Old Cadets, suggested that December 14th Should be fixed as the Old Boys' Reunion Day and also suggested that there should be an Annual Dinner on board when the Old Cadets could meet the Nauticals just going to sea, and make acquaintance with the other Cadets. Ex-Cadet A. Chakravarti on behalf of the Old Cadets present welcomed the suggestion and the proposition will doubtless be taken up by the Association during the course of the year.

Curriculum. During the year French was removed from the curriculum; also the Passing Out Certificate was received recognition by the Syndicate of the University of Bombay as equivalent to Matriculation on the Ship's own curriculum. Recognition had been previously granted for a term of three years only and the University was pleased to extend it.

A summing-up of the position at the end of 1931, *that is, at the end of the fourth year of training.* Taking into consideration the Cadets that left at the end of December there were 48 Cadets at sea in the Mercantile Marine, three under training in U. K. for Commissioned Ranks of the R.I.M., three serving under the Port Commissioners Calcutta in the River Survey Department, three Training as Engineers of whom one was at Fairfields in Scotland. Four did not complete their training and another four had returned to civil life. The Qualifying Examination held in November 1931 took place at nine centres In India and Burma. As against 137 Candidates last year 229 candidates registered their names and 219 eventually sat for the Examination. The top 73 who obtained over 50% were called to Bombay for interview.

1932. The new term commenced on the 15th January 1932 the new Cadets joining shortly afterwards.

Lieutenant M. F. S. C. Harvey, R. N. R. (later Captain-Superintendent) joined as Third Officer in place of Lt.-Comdr. Campbell who proceeded on leave at the end of last term.

First Ex-Cadets' Match. An Ex-Cadets' team played the ship at Football and drew 2-2. This was the first occasion on which the old Cadets had put up a team. It was an excellent game, and afterwards there was a concert on board the ex-Cadets putting up many of the items.

On 18th March the Easter Holidays commenced and the usual camp at Juhu took place. During this period the Dufferin went into dock on this occasion for a longer stay than usual—the camp was struck on 18th April, the Governing Body went aboard while she was in dock and made their bi-annual inspection.

Life Saving Demonstration. On 1st May the Cadets put up six teams for the Life-Saving demonstration at Juhu. Besides the actual Life-Saving display the Dufferin teams, which had been trained by Lieut. Harvey, gave a demonstration of various methods of release possible when clasped by a drowning man.

The Motor Boat had her trials on 17th May 1932.

Distinguished Visitors. The Marchioness of Dufferin and Ava and H.H. the Nawab of Janjira visited the ship during the term.

Rugby Football was started for the first time during the Camp at Juhu under the coaching of Lieut. Clark and Lieut. Harvey several matches were played within the ship. This is how a cadet described it :

"I must not forget to mention separate from all other activities, our Rugger. What games they were! A dozen pairs of hands seized you the moment you got the ball and you went down with your face in the sand and with someone astride your neck and about eight boots pressed into the pit of your back. After a while though, you learn to lie still and be sat upon till the scrum sees fresh prey somewhere else. 'Then your heart with pleasure fills' as Wordsworth said, and you sit up and get the major portion of the sand on your face removed before venting all your grievances on someone else. Onlookers were justly horrified."

Visit of Commander-in-Chief. On Wednesday, 30th November, His Excellency the Naval Commander-in-Chief of the East India Squadron was pleased to find time in spite of a full programme of inspections, to inspect the Cadets on board.

The Commander-in-Chief spoke to some of the Cadets and in the speech before leaving he congratulated the Cadets on the very excellent demonstration of the kind of training they received on the "Dufferin". He said that the Cadets had done a wise thing in selecting a sea-career, and pointed them out as the pioneers who were laying the foundation of the Indian Mercantile Marine. His Excellency declared that the "Dufferin" provided a training more practical than had ever been available so far; being afloat under sea conditions had a distinct advantage over training establishments on shore. As regards character training the Commander-in-Chief assured all Cadets that distinctly the best thing to do when in a tight corner would be to abide by what they had been taught on the "Dufferin" and remember to do what they had been advised and trained to do under similar circumstances on board.

Shanties while holystoning. This term a new departure was introduced during the Saturday routine when Cadets were on their knees, when stoning or brooming the deck, the order of the day was 'Shanties', both modern and ancient and if not always in tune, the work was lightened and the deck was whiter as a result, states the ICM of that year. (This innovation however lasted only about 2 months.)

Old Boys' Race : This item was included in the Athletic Sports for the first time. Five Ex-Cadets took part in the 200 yards race which was won by G. Lamech. The Sports were held on November 20th at the playing fields ; Vice-Admiral Walwyn presided and Lady Walwyn distributed the Prizes. The Band of St. Mary's School was in attendance.

Boxing. During the year the cadets appeared in two tournaments ashore under the auspices of the Bombay Presidency Amateur Boxing Federation. In one tournament, which was open to Juniors, eight cadets entered the ring and seven appeared in the finals, while in the other tournament, which was open to boys of 17 years and where their opponents were finished boxers, one cadet proceeded to the Third Round whilst the second one was withdrawn in the Second Round on medical grounds.

Visit by H. E. the Viceroy. His Excellency the Viceroy Lord Willingdon presided on Prize Day. His Excellency left Apollo Bunder in an R.I.M. launch accompanied by Vice-Admiral H.T. Walwyn, Chairman of the Governing Body of the Dufferin, Sir Patrick Kelly, Commissioner

of Police, and personal staff. On embarking in the training ship, he was received by the Captain Superintendent. After the March Past of the cadets and inspection of the ship H. E. Lord Willington presented the prizes. The Viceroy's Gold medal for the year 1932 was won by Senior Cadet-Captain P. Basu. He was the recipient also of the Chairman's prize. The distribution of prizes over, the Viceroy, amid applause, personally decorated Captain Digby-Beste with the insignia of the C.I.E. which had been announced in H.M. The King's Birthday Honours List. The Viceroy then made a short speech. He regarded it as a great privilege to avail himself of the first opportunity to visit the Dufferin, of which he had heard a great deal and to give away his own gold medal. India, His Excellency said was largely interested in sea communications with a view to a greater development of her sea-borne trade. It was essential, therefore, that she should have her own trained seamen. One of the objects of instituting the Training Ship Dufferin was to imbue all cadets with a sense of loyalty and patriotism, devotion to duty and a spirit of service and self-sacrifice, together with a healthiness of body and mind, so that they might learn to be true and useful citizens of India and the Empire in future years. He felt confident that this great object had been attained.

It was well-known that India was becoming more and more self-contained. Therefore, she required more men of character and efficiency to conduct her affairs as time went on. The cadets had bytheir training come to possess that character and efficiency. It was hoped that they would always retain that sense of patriotism to their ship and their countrv, which were so essential features of citizenship of the great Empire to which they all belonged. As one who had lived in India a good many years and who had also served India to the best of his ability for a good many years, he had the sincerest hope that the cadets would always remember what they had learnt in their educational career and that they would do nothing that would bring discredit to the good ship Dufferin.

He was delighted to have had the opportunity of presenting the insignia of the C.I.E. to Captain Digby-Beste in person. Captain Digby-Best in person. Captain Digby-Beste had been selected as the Captain-Superintendent for his marked aptitude for organisation and administration. It must be a source of considerable gratification and pride to the past and present cadets to know that His Majesty was pleased to recognise Captain Digby-Beste's services in this manner.

In conclusion, His Excellency wished all the cadets a successful career.

Parade by Ex-Cadets. One of the most interesting events of the Prize-Day was the presence of 12 Old Boys whose ships happened to be in port at the time. Arrangements had been made with the Marine Superintendents to grant them permission to attend on board. They all mustered on board in their Company's or Standard Uniform and were drawn from the B.I.S.N. Co., P. & O. Co., Scindia S. N. Co., Bombay Steam Navigation Co., while two were in civil employment. They were mustered behind the Cadets for inspection by His excellency the Viceroy and also took part in the March Part.

After the Guests departed a meeting of the Dufferin Old Cadets' Association was held on board in which the new "Old Boys" participated.

This meeting was followed by a Lunch in the Cadets' Mess Room when the Old Cadets, Cadets and Staff came together and renewed old friendships.

In the evening there was a dinner on board given by the Officers to Mr. Jones and Mr. Chapman who were proceeding on leave. This was followed by an impromptu concert and dance in which those cadets who had not proceeded to their homes earlier took part. Just before they broke up the Captain-Superintendent read out the following signals which had been received that evening :

To Dufferin. From Ballard Pier.

From Viceroy to "Dufferin".

I very much enjoyed my visit to the "Dufferin" and am sending you my photograph as a memento of the occasion. 1300.

System: Morse. Time of Despatch: 2000.
Reader: Aga. Time of receipt: 2005.
15/12/32.

To Ballard Pier.

From Dufferin to Viceroy.

Submit, Very many thanks for gracious message and gift of photograph. "Dufferin" keenly appreciated honour of Your Excellency's visit which will inspire all hands to further efforts.

System: Morse. Time of Despatch: 2030.
Sender: Aga. Time of receipt: 2040.
15/12/'32.

To Dufferin. From Ballard Pier.

From Harbour Master to Captain Digby-Beste, Bombay Pilot Service offer sincere congratulations for the well merited honour given to one of their cloth this day.

System: Morse. Time of Despatch: 2010.
Reader: Aga. Time of receipt: 2015.
15/12/'32

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To Ballard Pier. From Dufferin.

From Captain Digby-Beste to Harbour Master. Thanks for congratulations from Pilot Service. I feel the honour conferred on me is definitely meant for the cloth, and as such, I feel most proud.

System: Morse. Time of Despatch: 2120.
Sender: Aga. Time of receipt: 2145.
15/12/'32.

The Photograph which His Excellency so graciously presented to the ship arrived on Sunday 18th December together with the following letter from His Military Secretary:

'The Viceroy has asked me to say that he was very pleased indeed with his visit to the Dufferin yesterday, and he congratulates you and your Staff most warmly on the success of your efforts.

His Excellency has asked me to send you his photograph as a memento of a visit which interested him very deeply!

Armistice Day Parade. On November 11th, Armistice Day, the Cadets took part in the Ceremonial Parade at Colaba. The General Officer Commanding wrote to the effect that their presence added much to the interest of the Parade, and he was sure that their smart turn-out and drill were much appreciated by all who witnessed the Parade.

1933. Funnels removed. During the Christmas leave, the "Dufferin's" silhouette underwent drastic changes. Both funnels were removed and a slightly shorter one was erected in the place of the original For'd funnel. The Main Topmast was struck, shortened, planed and replaced as a stump topmast. Both the Fore yards were removed and replaced by a single signal yard, and a Gaff was fitted to the Mainmast. A new emergency alarm gong with repeaters in various parts of the ship was also fitted.

The "Dufferin" left dry dock A.M. on the 14th January, having been there since 20th November.

New Signal Letters. Under the International Code regulations, Dufferin signal letters were changed from the original G.V.W.D. to to V.V.Q.B.

1934. The first news of the possible inclusion of Engineer Training appears as an item in the Indian Cadet Magazine of that term which reads:

"From January 1935, the ship's work will probably be extended and reorganized, so as to provide preliminary training for Marine Engineers, in addition to training Executive Officers. Ships of the Indian Mercantile Marine should in the future be very happy ones in which to sail, as officers of both branches will have had a common "Alma Mater", at which many lasting friendships will doubtless have been made. The reorganization will probably include certain changes in Staff, among them being the eventual appointment of an Engineer Officer. The Chief Officer is reported to have been seen chuckling hard at the thought of handing over two Petter Engines, three motor launches, a complete "Donkey Boiler" outfit and an Engine Room Staff to the Engineer Officer as the latter walks over the gangway on his arrival."

On the occasion of Prize-giving the following message was received from His Excellency the Viceroy:

The Viceroy's House, New Delhi.
6th December 1934,

I send you all my warmest greetings and hope that you are keeping up the high standard of smartness and efficiency which I so gladly noticed when I visited you two years ago.

I sincerely wish each one of you every success in your future careers and sure that you will always give loyal service to His Majesty The King Emperor and the British Empire and by that service be a credit to yourselves and to the country of your birth.

(Signed)
WILLINGDON.

1935. Engineer Training commences. Mr. J. S. H. Stevenson was appointed as Chief Engineer Officer. In previous years the entry was limited to 33 Executive Cadets which formed one class of Juniors. This was changed and 25 Executive and 25 Engineer Cadets joined this year.

Silver Jubilee Medal. On 8th May His Excellency the Governor presented the following Members of the Dufferin with His Majesty The King's Silver Jubilee Medal at a reception at Government House, Mrs. Digby-Beste, Mr. Jones, Mr. Chapman, Lieut. Clarke, Lieut. Harvey, Messrs. Sathe, Pinto, Godrej, D'Souza, Chief Steward Gonsalves, Serang Valjee Kasem.

Inspection by Lord Gort. The Ship was inspected by Major-General Lord Gort, V.C., Lieut-General W. Bartholomew, Chief of the General Staff in India, Lieut.-General Harrison, and Mr. H. Dow, Secretary to the Government of India, Commerce Department, on Sunday 8th December.

Old Boys' Match and Dinner. The Old Boys' Match (Hockey) was played on Sunday 8th December and resulted in a win for the Old Boys by 2 goals to 1 after a keenly contested game. After the match all hands repaired on board, where the Annual Meeting of the D.O.C.A. was held, followed by the Breaking Up Dinner and Concert on Deck

Staff Cricket Match. A half holiday was declared on Friday, 6th December, after examinations, tests, etc. were finished for the Term, and a Cadets vs. Staff Cricket Match was played, resulting in a win for the Cadets. Score: Cadets 133 for one innings, Staff 114 for two innings.

1936. The organisation was altered in many respects and was based on the skeleton organisation that would come into force in 1937, when the total number of Cadets would be 150 divided into Nauticals, Removes and Juniors. These again being sub-divided into two branches—Executive and Engineering, forming altogether six classes. Though the Cadets of both branches pursue the same course of general studies and work under the same organisation in games and on deck, their vocational studies during the second and third years differed.

The number of Senior Cadet Captains was fixed at 7, one in charge of each Top, whilst the 7th was relieving Senior Cadet Captain. The post of Captain's Cox'n was assigned to all Senior Cadet Captains in rotation for a fortnight at a time, during which fortnight, the relieving Senior Cadet Captain took charge of the Top vacated by the Captains Cox'n, There were 7 Senior Cadet Captains and 12 Cadet Captains and promotions to this rank were made from either branch by selection. Under this system, all have equal chances.

1937. Lt.-Comdr. Clark, R.N.R., resigned from the Training Ship on 29th November 1937 on being appointed to the Burma Marine Service.

On 11th November 1937 Dr. Rose, Medical Officer of the Training Ship "Dufferin", retired on account of ill health.

Handing over Command. At 1647 on Thursday, 16th December 1937, Captain Digby-Beste. C.I.E., O.B.E., R.I.N., handed over command officially to Commander R. G. McClement, R.I.N.

Introduction of Annual Inspections. The Chairman and the Members of the Training Ship had hitherto inspected the Ship twice a year and to these inspections were added an Anuual Inspection by the Flag Officer Commanding, Royal Indian Navy, of the discipline and general efficiency of the ship and by the Nautical Adviser and the Chief Surveyor with the Government of India of the vocational training of their respective branches and by the Educational Commissioner on the School side.

During the year the Workshop was extended considerably to meet the requirements of the Engineer Cadets.

1938. The first ex-Cadet obtains a Master Mariner's Certificate. Ex-Cadet S.G. Karmarkar

(1927-30) had the honour of being the first ex-cadet to obtain his Master Mariner's Certificate of Competency, the date was March 9th, 1938.

The Dufferin Film was exhibited to Members of the Legislative Assembly in New Delhi by the Captain-superintendent.

In the Gazette of India of April 30, 1938, it was announced that Commander McClement was granted the Temporary rank of Captain, R.I.N., with effect from the date of his joining the Ship in December, while employed as Captain-Superintendent, I.M.M.T.S. Dufferin. This tribute to the importance of the Dufferin did not pass unnoticed.

Changes during the term. Table cloths were replaced by having polished tables and mats. One bathroom was fitted with overhead showers.

Captain Digby-Beste's Visit. On 23rd September 1938 Captain Digby-Beste visited the ship while *en route* to England from Australia on his way to take up a new appointment in England as Warden of the Stonyhurst Club for Boys, in London.

The Captain-Superintendent had invited Captain C. J. Nicoll, D.S C., R.I.N., Offg. Chief of Staff, Royal Indian Navy, Mr. H W. T. Davis. ex-Second Officer of the "Dufferin", Mr. C. B. Sethna, O B.E, J.P., President, "Dufferin" Old Cadets' Association, and Mrs. Sethna, Mrs. Harvey, all Officers and representatives from the different departments of the Ship to meet Captain Digby-Beste and Miss Digby-Beste. Not until about 2300 hours did Captain Digby-Beste and Miss Digby-Beste came on Board. Dinner was announced and they proceeded into the Dining Room, where, in accordance with a pleasant custom the staff had to sit in order of seniority of their joining the "Dufferin". Thus, with the exception of the guests, the late Captain-Superintendent had nearest to him those who had been most closely associated with him in the early and hectic days of the founding of the Indian Training Ship. Captain McClement as one of the latest comers, took his place at the opposite end to Captain Digby-Beste and the bottom of the class so to speak.

Propaganda Tour. During the Monsoon Vacation Captain McClement made an extensive propaganda tour which included visits to Poona, Jadh, Bangalore, Mysore, Hyderabad and Akalkot. The result of this tour increased the applications for entry by 120% though the numbers of the passes in the qualifying Examination dropped.

Old Cadets' Association. After a break of two years the "Dufferin" Old Cadet's Association's Annual General Meeting was again held on board on Wednesday, December 7. In the previous year it had been held at Calcutta for the first time. Before the Meeting the Ex-Cadets were beaten by the Cadets in a Hockey Match by 2 goals to 1.

1939. Cadets to the rescue. The first term of this year "Dufferin" was able to render assistance to other craft in distress on no less than four occasions.

The cadets had an unusual experience on Tuesday, the 21st February. A dhow struck the Ship's Starboard Forward boom and capsized. Power boats and the emergency boat were sent away. It was a boat carrying passengers and cargo consisting of fresh vegetables across the harbour. 38 passengers were picked up and brought on board. They were given food and hot drinks and kept on board till their clothes had dried and then landed at Mazagoan Pier. Efforts to hold the capsized dhow by the power boats were unsuccessful due to the strong tide. All lives were saved.

On the 2nd March, the Ship's Yacht "Falcon", with the Chief Engineer Officer in charge out on a picnic cruise went to the assistance of a capsized whaler —"Jezebel" —registered at the Royal Bombay Yacht Club and rescued Messrs. J. P. Bray (cox), G. R. Kinsay and G. Marsden and a tindal.

On the 5th April at 0015 hours approximately, a "dug-out" arrived along-side the "Dufferin" and informed the Sukhani on watch that a motor-boat was in distress in a position south of Butcher Island. M. L. "Dorothy" was despatched and returned with cabin cruiser "Aphrodite" in tow. The owner was invited on board and stated that he had been adrift for some considerable time having lost his propellor through becoming entangled with

some fishing nets. There were four other persons in the boat. At the request of the owner, the cruiser was towed into Tank Bunder.

On the 12th April the "Falcon" stole a march on us. At 2345 hours the emergency boat was called away and given order to relight the "Falcon" riding light. The boat returned and the coxswain stated that he was unable to locate the "Falcon". After another search which proved abortive, the "Falcon" was finally located at 0630 hours in a position off Tucker Beacon with her mast broken in half and her starboard gunwhale damaged. Damage had apparently been caused through having been rammed by a country-craft which also caused her moorings to part.

Innovations. Each Chief Officer has his own pet ideas and with the promotion of Lieut. Harvey, a large number of changes. took place during the term.

The Boat Deck showed the greatest change All the cutters were hoisted on the Starboard side; all whalers were at the Port davits. Boats griping spars were scraped clean of paint, and varnished to harmonise with the varnished boat blocks. The engine Room and the Nauticals' Recreation Room skylights emerged from years of suffocation paint and were varnished. The canvas covering on the Boat deck was removed; caustic and holystone gave old planks new life and whiteness in pleasing contrast to the black safety net between griping spars and deck.

Gunwhales of boats were scraped clean of paint a polished "D" as a boat badge adorned each bow. Each boat was given a Cadet Cox'n and a Nautical to tender to it.

On the Bridge. The four brass telegraphs were scraped clean of paint and polished: the D.F. Room and the Flag Lockers, the cabs and the For'd of the bridge was varnished.

On the Upper deck Mooring Bitts were black varnished and canvas covers fitted. Wooden grating covered these on the Quarter Deck. All standing lashings were canvas covered. The somewhat unwieldy double rope guys of the boat booms were replaced by single wire guys. The large-scale plan of the Ship was placed on this deck.

The S.C.C.s cabin was overhauled, and the bunks removed, authority decreed that an S.C.C.s sleeping place should be with his Top. The resulting, space was filled with lockers, drawers and with a larger table and easy chairs in which much harassed S.C.C.s could take their ease and discuss the shortcomings of the 'awful' Juniors in their Tops.

A Parent's Room was provided and fitted with table, chairs, blue port curtains, pictures and a carpet.

In the Lower Deck, beds, mattresses, bedspreads, pillows, hanging and side lockers were all numbered so that each cadet could know his equipment and its stowage place.

In the Washplaces showers were fitted and the decks in these places were tiled.

The Seamanship Room was brought up-to-date, and the various models which were previously spread throughout the ship were concentrated in the Port For'd Class-room. Numerous new articles were placed therein including samples of 16 different types of cordage, a patent log and a standard compass and so on. On large boards various types of knots and bends were attached ; another board was used to demostrate various splices in both rope and wire shown tuck by tuck. Numerous framed sketches which included load lines, types of vessels and names of decks and, always a difficult question for juniors and even sometimes for Seniors, a drawing showing the exact details of "Dufferin" moorings, and a working model of a telescopic topmast complete with two derricks gin blocks, runners and guys, etc.

The Starboard main engines were cleaned and all lagging and insulation removed to reveal the constructional details of the cylinders. The Ship's side at the bilges and tank top margin plates was opened for inspection for Cadets in connection with their instruction in naval architecture.

On the Hull, black boot-topping took the place of red.

Introduction of General Quarters. The six Tops on board are split into two Parts each and each of these 12 Parts was given a specific duty at General Quarters. Among these duties were—Swinging in boat booms; hoisting gangways; furling awnings; setting staysail; man

overboard, etc. These evolutions were carried out with the minimum of noise and speedily as any seafarer will realise when he hears that only 15 minutes were allowed from the Order "General Quarters" till the various jobs were completed, reported, and stores returned to the previous position, i.e. booms swung out again, etc.

Introduction of the Inter-Form Sailing Race. The Walford-Taylor Cup with the donor's permission was awarded for sailing instead of for the Inter-Watch Tennis Competition, as hitherto sailing being a vocational sport.

Informal D.O.C.A. Meeting at Portsmouth. An informal meeting of the members of the "Dufferin" Old Cadets' Association was held in Portsmouth on 11th February 1939. The following members were present: Messrs. K. R. S. Captain, S. G. Karmarkar, S. C. Mitra, G. S. Bhatnagar, P. R. Deshpande, M. A. Alavi, A. Rahman Khan, S. M. Ahsan, V. A. Ramnath, and G. K. Utamsingh. The following guests were also present: Lieut. Chatterjee, R. I. N., Messrs. C. L. Bhandari, H. Kapadia, T.N. Kochar, R. Sandon and B. Sinha. Midshipman Alavi was elected to the Chair and Mr. Bhatnagar was elected Secretary. Various resolutions were passed including one for forming an Association in London of "Dufferin" Ex-Cadets abroad.

Greetings were sent to Captain H. Digby-Beste, Captain P. S. Campbell, Lieut. Commander C. A. H. Clark, Messrs. Davies, Chapman and Rabadi and Lieut. Corderoy who were in England.

Reunion at Veeraswamy's Restaurant London. The following met and had dinner at Veeraswamy's, London, on Saturday, April 29, after the Cup Tie: Captain and Mrs. H. A. B. Digby-Beste, Messrs. K. R. S. Captain, S. G. Karmarkar, P. R. Deshpande, J. V. Lobo, M. A. Alavi, Jal Cursetjee, S. M. Ahsan, V. A. Ramath, A. Rahman Khan, C. L. Bhandari, H. D. Kapadia. T. N. Kochar and Mahmood Ali.

The Autumn Term. The Autumn Term started a week earlier this year on the 25th August owing to the fact that Prize Day had to be held on the 2nd December, which represented an earlier termination than usual. The Cadets rejoined on the evening of the 24th August 1939, meeting the Navy Class Cadets, who as usual had rejoined at the beginning of August.

Little did the Ship's Company anticipate the events that would follow—events that would make a mark in the history of the Training Ship and in the careers of many ex-cadets who joined up. Those were the days when the war clouds were hanging over Europe and casting dark shadows over the whole world. People were daily scanning the papers. Recruitment for the Reserves had already been commenced in India.

The usual wet weather of August and early September, which does not make a Ship more gay or assist in training did not help to prepare for the sad news which came like a thunderbolt. At 2100 on August 30, news was received that Mr. Chapman, the Chief Officer, had died on the night of August 29, in ss. "Ranpura" and had been buried at sea that morning. Mr. Chapman was returning to duty after being on leave since December 1938 and was due on board three days after his death.

The same night one of the Cadets had to be removed., seriously ill, to hospital ashore. Lieut. Harvey, the Second Officer, went ashore to inform his parents who were residents of Bombay. and cabled the sad news of Mr. Chapman's death to the Captain-Superintendent, who was also on leave in England and was not expected for another month.

Then came the momentous 3rd of September 1939—the day on which England declared war on Germany. For days the cadets used to rush to the wireless sets on board listening in with rapt attention to news as it came through with irritating slowness—the first blow struck by Germany—the sinking of the "Athenia"; the King's message; the Viceroy's message and so on.

It was not long before the reaction of the War began to be felt on the ship, arrangements had to be made at once to fill in the vacancy caused by the death of Mr. Chapman. As the Naval Reserves had taken up all the available Officers from the Merchant Navy, it was found extremely difficult to obtain an Officer. The Flag Officer Commanding, Royal Indian

Navy, however, came to the rescue and deputed an ex-Cadet — Sub-Lieutenant Amiangsu Chowdhury, R.I.N.R., to the "Dufferin", Mr. Chowdhury's stay on board terminated on Captain McClement's return when the former was recalled by the Royal Indian Navy. Mr. P. N. Kapani, another ex-Cadet, then joined us as Offg. Second Officer Lieut. Harvey, the Second Officer, acted as Chief Officer and during the absence of Captain McClement, as Offg. Captain-Superintendent.

During these first days of the war, A.R.P. was in the forefront and Bombay was "browned" out. The Captain-Superintendent drafted orders for A.R.P. Station and on February 25, Mr. J. Fialho of the Bombay Electric Supply and Tramways Company, gave a lecture on A.R.P. to the Ship's Company. The lecture was novel and illuminating. He gave in some detail a resume of the different types of air attacks, bombs, gases, and the methods to combat them.

1940. Mr. H. I. Jones, M.A., who had been Headmaster since 1927 left the ship on retirement and his duties were handed over to Mr. U. Kramet, M.A. (Cantab), the new Headmaster. The cheerful Break-up-Dinner which was held on deck on 31st May 1940, had a serious note, for the Staff and Cadets were also bidding farewell to two gentlemen who, together with Captain Digby-Beste, may be said to have made history in India, Mr. H. I. Jones, the retiring Headmaster, and Mr. R. D. Sathe, M.A , B.T., the senior of the Assistant Masters who was reverting to his own service. Mr. Jones had taught English and English only for the whole of his service on board; we, on whose shoulders lie the pleasant task of producing *The Indian Cadet* owe him much. It is necessary to make a comparison of a Cadet's first English exercise book on board and the story he wrote for the magazine in his second and third year to realise the success of the teaching system inaugurated by Mr. Jones.

There was nothing out of the ordinary to mark the commencement of the Spring Term, 1940. The War was on and the situation was expected to develop with the commencement of the Spring.

As far as the Ship was concerned, the War manifested itself strongly in two aspects. One was the continued recruitment of Ex-Cadets in the Naval Reserves, and the other the supreme price paid by two of the Ex-Cadets who lost their lives in pursuance of their vocations at sea on account of the War, one of them on active service. The names of Ex-Cadets John Lobo and D. V. R. Curry who head the "Dufferin" Roll of Honour.

The Cyclonic Storm of 16th October 1940. On the 16th October 1940, Bombay Experienced the worst cyclone for many years. Its approach was suspected for some time before it actually arrived but its strength was unexpected. For some days the usual phenomena had been observed; exceptional visibility had been logged in the meteorological log, and in the evenings of the previous three days the weather had been squally and threatening with much lightning. No. 3 Storm Signal was hoisted on Monday, 14th October, indicating that the port was threatened with squally weather. This is no uncommon thing in October which with November constitute the worst months of the year for cyclones, and so all precautions were taken on board. It was well that this was so as on the evening of 15th the wind started to increase and the barometer to fall, with heavy banks of nimbus cloud forming to south-eastwards and the whole sky covered with alto-stratus cloud.

The wind started from the east, veered round to south-east by midnight, and at 0400 hours was blowing gale force and increasing. Just before daylight the "Falcon" was found missing with her head line trailing in the water. Upon trying to take in the line it was discovered that the "Falcon" had sunk and was stll on the end of it. When she was salvaged later, it was found that she had been holed apparently by floating wreckage. The rest of the boats had been sent inshore for shelter.

The wind continued to increase in force and to veer slowly, the barometer falling steadily until 0600 hours when the lowest reading was obtained at 29.48". This showed plainly that the centre of the storm had been moving northwards along the coast and was at 0600 hours off Bombay, and not very far off either. The barometer then started to recover slowly but the wind still increased until at

1000 hours it was blowing a whole gale from the south. By this time a heavy sea was running and the situation in the harbour amongst the small craft was pathetic. The "Dufferin" had of course everything nicely snugged down and was taking very little notice of the wind or sea, but most of the country-craft in the harbour were quite unprepared. All through the morning one after another carried away their mooring lines or rope cables and drifted down on to the harbour walls and piers of Bombay which were right to leeward. Some foundered before they reached the shore but the majority crashed on to it and broke themselves to pieces.

Mazagon Pier and Mazagon Dockwere to leeward of the dhow anchorage where a large number were anchored. One after another they drifted helplessly down on to the Pier and the entrance to the Dry Dock. There was a ship in the Dry Dock at the time, and it was feared that one of the dhows would crash into the gate and wreck it and the ship inside, but several wire ropes placed across the entrance deflected the dhows to one side where they became total wrecks. Our boats were behind these wires and although there was a big sea running, they were as safe as they could be in such weather. A tug belonging to the Bombay Port Trust got into difficulties and was jammed against Mazagon Pier where she wrecked the south side of it completely, it being found afterwards that the side of the Pier was resting on her, the tug of course being by this time on the bottom.

The flood tide being a lee tide had made matters much worse, and so after high water at 1150 hours no more country craft-broke away from their mooring. The wind had also eased a little and had veered further to S. by W. so the worst of the storm was over, but the damage done was enormous. The whole of the Bombay side of the harbour was strewn with wrecks and the sea covered with floating debris and cargo. At about 1430 hours, the Ship's Motor Boat managed to pick her way through the wreckage and brought the shore staff, who had been waiting since the morning, off to the Ship.

No. 10 Storm Signal which had been up all day was changed to No. 3 at 2230 hours and the storm was over with the wind from W.S.W. where it stayed until the depression crossed the coast near Surat and dispersed.

Captain Digby-Beste mentioned in Despatches. Extract from the letter addressed to the Secretary, Admiralty. London, S. W. 1, by Brigadier C. A. Jardine. Military Secretary, British Expeditionary Force, London, 17th July 1940.

"General the Viscount Gort, V. C., G.C.B., C.B.E., D.S.O., M.V.O., M.C., wishes to bring to the notice of the Lords of the Admiralty, the following officers. of the Royal Navy, and to convey his thanks for their services :—

CAPTAIN H.A.B. DIGBY-BESTE, C.I.E., O.B,E., R.I.N., who was assistant to the P.S.T.O., and to whom the B.E.F. are greatly indebted for his unfailing co-operation and help, especially in respect of embarkation of the B,E.F. from France."

Fiftieth Meeting of the Governing Body took place on 15th January 1941 on the occasion of their selection of New Candidates. The following Members were present :

N. R. Pillai, Esq., C.I.E., C.B.E., I.C.S., Joint Secretary to the Government of India, Department of Commerce (Chairman of the 50th Meeting) ; M. A. Master, Esq., B. A., LL.B. ; K. C Dinshaw, Esq., J. P.; Walchand Hirachand, Esq., C.I.E. ; Sir Abdul Halim Ghuznavi, M. L. A. (Central) ; R. P. Masani, Esq., M.A , J.P. ; Gordhandas G. Morarji, Esq., J. P. ; G. S. Taunton, Esq., J. P. ; Diwan Bahadur G, Narayanaswamy Chetty, C.I.E. ; H. V. Hampton, Esq , M,A., I.E.S. : Captain R. G. McClement (Secretary).

A Change of Colour.

In January 1942 the "Dufferin" was painted grey over all. This is understood to have been the subject of argument among ex-Cadets who were serving as Pilots in the Bombay Port Trust; some arguing that the ship had been painted grey while others maintained that it was still white. The reasons for this were that the Starboard Side was first painted grey and then there was a day's holiday before work on the Port Side was started resulting in the ship's sides presenting two different colours as she swung to the flood and ebb.

Mahableswar Camp. The rapid advance of the Japanese in Malaya during January brought to the fore, for the first time in her history, the possibility of a temporary transfer

of the "Dufferin" to a shore site. Combined with this was also the question of the annual Easter Camp.

The removal of an institution such as a training ship, even if temporary, from the sea to the top of a mountain 4,300 feet above sea level is an event. It marks also what may be called a landmark in the history of the Ship. As such it is felt that a fairly detailed account will be of interest.

Early in January it became evident that Bombay was a port that might come under air bombardment. Whatever happened the "Dufferin" had to continue training Officers for the ships on which the trade and the defence of India, should it be attacked, depended.

Numerous places were visited from Bassein in the north to Alibag in the south. With the exception of the latter place, and it was none too good, none was suitable. Water supply was the greatest difficulty; existing wells in February were down to the May level due to the partial failure of the previous year's monsoon. Even in Alibag wells had to be dug on the foreshore to make certain of a supply. A Mess Room, playing fields, buildings for sleeping flats; class-rooms, galleys; accommodation for Officers, Masters and Clerical Staff; fresh and dry provisions, assured transport in an emergency for over 200 persons—each item seemed to raise an insoluble problem.

On February 10, the Japs landed on Singapore Island; the Naval Dockyard became scorched earth. Two days later the Captain-Superintendent disappeared for four days on a visit which turned out to have been to Mahableshwar. In the meantime cots were dismantled on board and packed in bundles: Cadets slept on what is one of the best beds possible for the young—a mattress on the ship's deck; school books, stationery and classroom appliances were packed by the Assistant Masters; the port gangway became darkened with a neat but mounting heap of forms, benches, sigris, boxes of crockery and other gear, all indicating the possibility of a lengthy camp.

The exodus from Bombay might disorganize transport when the time to go to Camp arrived, the site itself might be unavailable for some reason or the other. It was necessary to plan ahead on the double basis of having an alternative site and an alternative method of transport.

On his return from Mahableshwar the Captain asked for an interview with the Governor. His Excellency then most kindly and immediately placed Government House, Mahableshwar, at the disposal of the "Dufferin" for Camp or for the duration of the War, should it be necessary to go there. On the 24th February the Captain with much relief was able finally to report to Government that their anxiety for the welfare of the Cadets could now be assured as Government House, Manableshwar, could be occupied, with a more unsuitable but at least an alternative site at Alibag on the coast, south of Bombay. Sunday, 17th February, was a black day. Singapore fell. Burma would now be attacked. It was decided that should Rangoon be taken, the "Dufferin" would go to Camp. The Chief Engineer Officer had been to Mahableshwar to organise an additional water supply; a new electric pump had been ordered from Calcutta to connect from the Power House in the grounds to Jamboli Tank on the hill side. Goverment House buildings had not been used for 10 years but were in very good repair. Such work as was needed had provisionally been arranged for with the Public Works Department. Transport by Ship's boats to Dharamtar and by buses from there to Mahableshwar was arranged for, and the Captain and the Chief Officer inspected the navigational and landing problems at Dharamtar. The phrase "in anticipation of Government sanction" crept into letters written to Delhi.

On March 7, advance gear was sent up with the Chief Officer. On the 9th, Rangoon was evacuated. Three days later Government approved the Captain's plans for a temporary Camp at Mahableshwar and the usual Camp Circular was despatched to all parents, but with the intimation that this year on account of mumps, studies and the congested state of the railways no Cadets would go home.

On the 16th the Captain left for Delhi for the annual Bengal Pilot Service Selection, for

the selection of a Headmaster in place of Mr. Kramet and for final consultations with Government on numerous matters into which, as usual, finance entered largely.

Arriving on board a few days later he was greeted with the cheerful news that two Cadets after their isolation period ashore with mumps had returned but had brought back measles!

March 24 was a red letter day. Very early in the morning, efficiently and quietly, the first batch—90 strong—under the Chief Officer and looking like Robinson Crusoes or pirates in their boiler suits with water bottles and packets of Sandwiches slung round them left the Ship for Dharamtar, the "Dorothy" towing a heavily laden prow, the motor boat taking with her a cutter. All now knew they were going to Governmeut House for a camp; no one, however, could say whether the Ship would stay up till the end of the term or not, since Government's order were awaited. The 15 mile tow down the harbour and up the creek was a great excitement and success. By 5 p.m. all gear had been unloaded at Dharamtar and stacked in buses for the 90 mile drive via Karad and the spiral Fitzgerald Ghat to the hills. One or two buses broke down on the ghat and of these the vital one containing food and lights. However, by 11 p.m. Cadets were asleep in Mahableshwar fed by willing Stewards and tired out after a novel day. Officers and Cadets with only three hand torches had discharged all the buses and settled in the Main Building. Servants, Lascars and Stokers had all worked with a will and a loyalty they were all to display throughout the camp period.

Next day the second party numbering 98 under the Captain reached Mahableshwar safely in the evening, covered in the red dust for which the hill station is famous.

The Bombay Steam Navigation Company's local representative at Dharamtar did all he could to assist; the Captain of the ferry launch too helped by adding drums of water to the emergency rations—there being no available water except from a well five miles away.

' Except for a Care and Maintenance Party and, some Office Staff in the Ship under the Second Officer, the "Dufferin" was now in Government House, Mahableshwar.

The first two or three days were spent in digging toes in as it were and settling down. Arrangements for fresh and dry provisions, the opening of a Canteen, sanitary arrangements for fresh and dry provisions, apportioning of buildings for various purposes, engagements of hamals, sweepers and dhobies, giving T.A.B. injections to Cadets, consideration of safety or otherwise of Cadets bathing in the Lake—all these and various other things were done in these preliminary days.

On the same day orders by telegram were received from Government that the "Dufferin" would remain in Mahableshwar, and the Captain immediately commenced making all the necessary arrangements for this. Staff on Easter Vacation were informed and told to report at Mahableshwar. Orders for extra gear were also sent to Bombay. It had been decided previously that were the Ship to stay in Mahableshwar, it would be until the end of the Spring Term in the first instance, and arrangements were made accordingly. The decision to stay in the Hills, however, was not made public till the 2nd April, when the Captain-Superintendent addressed the Ship's Company at Divisions.

The first week spent in Mahableshwar has been summarised with the words "digging toes in". It was one thing to be afloat on the "Dufferin", confined to a limited space with lights at strategic places and knowing that one had not to worry about our surroundings. It was quite another at Mahableshwar. Here instead of being surrounded by the sea with the two gangways being watched by the Quartermaster, they were in bungalows, surrounded by heavily foliaged trees with the jungle not a stone's throw away.

In the meanwhile Mr. Kramet's tenure as Headmaster of the "Dufferin" expired. He was due to leave on the 1st May. His successor, Mr. Zulfigar Ali Shah, reported in Camp on the 30th of that month, Mr. Kramet was given a send-off on the quarterdeck by the whole Ship's Company and Mr. Ali Shah was welcomed as the new Headmaster.

At last came the time for the exodus from Mahableshwar. This commenced on June 6. On the previous afternoon the Captain had the Ship's Company fallen in and addressed them in an "End-of-Term" Speech. June 6 dawned on a Ship's Company who were rising with mixed feelings. Many were there who were glad that the Holidays had arrived and that they would soon be with their people. At the same time there must have been few indeed who did not feel sorry to leave Government House and Mahableshwar and all that this had meant for them during their sojourn of two and a half months there.

Early in the morning on the first day three buses arrived to take the first party. Little did this arrival indicate the anxiety and activity their engagement and prompt arrival had occasioned during the past fortnight The sudden shortage in petrol, the inability of other companies to take the contract, the numerous letters, telephone messages and telegrams to Poona, Mahableshwar, Satara and elsewhere to obtain the necessary petrol and to provide for alternative transport should this fail! But all this is past history now.

The skeleton staff that had remained in Camp saw that everything was squared up, all hired furniture returned, the Camp buildings and grounds cleaned up and all Ship's gear removed. On Thursday, the 11th June, the last party left Camp. Mahableswar Camp had ended!

Of the period between June 12 and August 31 there is little to be said, except that the Staff on board continued their work of overhaul and preparation for the next term. It was not known whether the ship would return to Mahableshwar or not, but on the 25th July orders from Government arrived and it was found that we were to remain in Bombay. This news was received with some mixed feelings, for whilst Mahableshwar was undoubtedly a very enjoyable place, vocational training definitely suffered, and nearly everyone was glad the Ship would remain in Bombay.

1943. Captain McClement proceeded to England on 8 months' leave on medical grounds with effect from 22nd March 1943. He had not been keeping good health for about a year. His illness took a turn for the worse in February, and this necessitated his shifting to a place with a cooler climate before the advent of the hot weather in Bombay. He handed over command of "Dufferin" to Lieut.-Commdr. M. F. S. C. Harvey, R. N. R.

War Services Exhibition. A War Services Exhibition was held in Bombay on the Esplanade Maidan from 19th to 26th April.

It was thought that the Merchant Navy should be represented and also the "Dufferin"—so efforts were made to collect, beg and borrow as many models and exhibits as possible and arrange them tastefully, next to the R. I. N. stall. Judging by the number of people which crowded into the Dufferin stall it was one of the most interesting in the exhibition.

The chief Dufferin exhibit was a full-size life-boat with all its gear, sails, etc., kindly lent by Mazagon Dock Ltd., who also lent a full-size complete raft and an anchor. Messrs. Mackinnon Mackenzie lent a scale model of the "Strathmore" which was very popular.

Inside the Shamiana a part was roped off to represent a ship's bridge and in this was fitted everything which is usually found on a ship including a working D. F. set which was kindly lent and set up by the International Marine Communication Co. The compass and the wheel on the bridge were taken from the "Dufferin" as was the sounding machine and the boom. At the back of the Shamiana were the Dufferin Honours boards and all around were models of all kinds of ship's masts, engines, etc., lent by the R.I.N. and from the mast a breeches buoy life-saving gear was rigged, while the Red Ensign and the "Dufferin" Flag were flown on the Flag Staff.

The Bombay Headmasters' Visit. Fifty-four Headmasters of Schools in Bombay and suburbs visited the ship on Monday, september 27, 1943, and listened to a short address by by the Captain-Superintendent. Later they were shown the "Dufferin film". Mr. S. N. Moos, Director of Public Instruction, Bombay Province, presided. On the arrival at the gangway the guests were welcomed by Mr. Moos and the Captain-Superintendent and saw the Cadets' March Past with band, then

a party of Cadets took them round the ship.

Death of Captain McClement, R.I.N., J.P. News was received of the death of Captain McClement on 9th December 1943. He succeeded to the post of Captain-Superintendent on 17th December 1937 on the retirement of Captain Digby-Beste and for nearly six years had successfully and steadfastly steered the "Dufferin" through difficult times. He had an operation in a London Hospital and from all accounts was making satisfactory progress when he suddenly died on 9th December 1943.

1944. Change in Uniform. In January 1944 with the entry of new Cadets the Working Blue uniform of Cadets were changed to white shorts and shirts with black stockings and shoes as it had been found impossible to obtain any blue material to continue in the original uniform. It was felt that this change was in the right direction on account of both general smartness and cleanliness.

Library. A great improvement in the Ship's Library took place during the Monsoon Vacation when the compartment in the Main Deck which was partly used as a Recreation Room and partly for the Visitor's Room were combined to form ample space for the Ship's Library in which new book-cases were built and all books were removed from the original stowage place on the Boat Deck.

On the 29th October at Sunday Divisions Lt.-Comdr. Harvey was presented with Royal Naval Reserve Officers' Decoration by Captain P. Curtis, R.I.N.R. on behalf of the Flag Officer, Bombay.

On the 1st November Captain R. A. H. McConnell, R.I.N., took over command as Captain-Superintendent in place of Lt.-Comdr. Harvey, R.N.R., who proceeded on Active Service. Captain McConnell left the ship at the commencement of the Monsoon Vacation and did not return. He relinquished his post on account of ill health with effect from the 1st September 1945.

Prize Day. The Annual Prize Distribution was held on board the Ship on Thursday, December 7, 1944. His Excellency the Viceroy presided and gave away the prizes. The Ship was not dressed over all because of the war. Only the upper deck was flagged.

Their Excellencies Field Marshal the Right Honourable Viscount Wavell and Viscountess Wavell, accompanied by the Hon'ble Commerce Member, Sir Muhammed Aziz-ul-Haque and their staff arrived by special boat at 1730 hours and were received by the Captain-Superintendent, who presented the Heads of the Departments to their Excellencies. His Excellency then inspected the Cadets and the Ship. The members of the Governing Body arrived at 1740 hours and proceeded straight to the Captain's Drawing Room, where they were later presented to His Excellency by the Captain-Superintendent.

At 1815 hours Their Excellencies returned to the Quarter Deck where the distinguished gathering consisting of the Governing Body, high officials, prominent Bombay citizens, Ex-Cadets and parents of the Cadets, had already assembled. The Hon'ble Commerce Member welcomed Their Excellencies.

His Excellency the Viceroy replied: "I am grateful to you, Mr. Chairman, for your generous welcome. I am very glad to have been able to visit this Training Ship 'Dufferin'. It gives me several opportunities, the opportunity to express to the Mercantile Marine my admiration for its work during the War, the opportunity to see for myself something of what India is doing to train her youth to the sea; and the opportunity to congratulate Captain McConnell and all of you on the standard of character and education which you are setting in this Ship.

I am a soldier and must speak to you from the point of view of a soldier, and I am afraid, a landlubber. It is customary in writing official narratives of military operations—I have written some ten or a dozen during this War—to begin by outlining the plan for defeating the enemy, then to describe the course of the fighting; and in a sort of postscript to refer kindly but briefly to the work of the transport drivers and others on the lines of communication. The Mercantile Marine seldom, if ever, gets a mention at all. It should really be the other way round. Not

merely does the success of any military operation depend on the quality of the work on the lines of communication, but no operation can be carried out unless the transportation system is in good order and the transport personnel work with a will. In all operations carried out by British or Indian forces in this war the story begins further back still, with the Mercantile Marine on the high seas bringing reinforcements and supplies, and, with naval escorts, protecting the convoys. It is unspectacular but vital work, the mainstay of our successes and indeed of our lives. It is work carried out in conditions of danger and discomfort, though it receives comparatively little recognition. I am glad, therefore, to have this opportunity, as a Military Commander, to pay tribute to that work, and to impress on you all its value to us. I know what I have owed to it as a Commander-Chief; I know what I owe to it every day now as Viceroy of India. Former Cadets of this Ship are playing a notable part in this work, as officers of the Indian Mercantile Marine or of their naval escorts. I understand that 50 per cent of the 700 or so Cadets who have passed through this Ship are actually serving at sea in the Royal Indian Navy or Mercantile Marine.

Next, I want to say a few words to you on the significance of the career you have chosen, for yourself and for India. It is a great service to which you are dedicating yourselves, I think it is right to say that the sea-faring profession and the medical profession are the two callings which have made the greatest contribution to the progress of civilization. Both are lives of hard service, yours especially. Both are of great value to humanity. Trade by sea, carried on by the daring of the sailor, has been always the vanguard in the march of civilization throughout the world.

To India the development of a Merchant Service is especially important. I believe there are only two or three countries with longer coastline than India, probably only two—Australia and the United States of America—with a greater length of generally navigable coastline. Russia and Canada may have longer stretches on the map, but they are largely ice-bound and useless for trade. So it is essential that India should have an adequate strength of shipping, manned by her own citizens. I am glad to learn that there has been a record number of applicants this year for the training given in the " Dufferin".

Lastly, I should like to congratulate you all on what I have seen here today, on the standard of training, moral, physical and technical, which this ship upholds. I am sure that you all realise that in your service it is character above everything else that counts. The sea does not long tolerate a weakling or a waverer. When I was a young Officer on the North-West Frontier, that was many years ago. I am afraid it was always impressed on me that the Pathan tribesman was the best practical examiner in minor tactics; he was always watching you, he seldom let carelessness or irresolution pass unpunished, he acted quickly so that your own decisions had to be quick. I should say that the sea was the best practical examiner of character; any weakness, any hesitation, any lack of hardihood is found out and is punished, sooner or later, and almost always sooner. A hard testing life, but a man's life. Oak and triple brass must be round the heart of the man who goes to sea, said the Latin Poet Horace. If he had been writing today he might have substituted teak and hardened steel.

I wish you all good fortune in your training and your sea-faring. You have a great opportunity in a great service."

His Excellency's speech had impressed and drawn a loud acclamation. He, then, took the salute at the ceremonial 'March Past' after which Their Excellencies and the other guests were shown the " Dufferin " Film detailing the training of Cadets on board.

Their Excellencies left the Ship at 2000 hours. The Cadets " manned Ship " and gave three cheers for Their Excellencies. The ship was illuminated over all with coloured lights.

1945. Certain structural alterations took place in May 1945 and a new Recreation Room was constructed for Junior Cadets on the Upper Deck level forward of the existing Senior Cadets' Recreation Room.

'White' once again. In September 1945 the War being ended it was with great pleasure by all concerned that the "Dufferin" was once again painted white over all.

1946. War Decorations. Four awards for Gallantry were made to Ex-Cadets. Ex-Cadet K. S. Shahabuddin was awarded the British Empire Medal (Civil Division) and the Lloyds Medal for Gallantry at Sea. Lt, Commdr. A. J. Singh was awarded the M.B.E. and Commander A. Chakravarti and Lieut. J. S. Chopra were Mentioned in Despatches.

In Command. The first Ex-Cadets reached the top of their profession. Ex-Cadet S. L. Bhandari was appointed in Command of s.s. "Jalamani" of the Scindia Steam Navigation Co. Ltd., while Commander A. Chakravarti was appointed Commanding Officer of H.M.I.S. "Himalaya", the largest Gunnery School in Asia. Numerous other Ex-Cadets have been appointed to positions of responsibility both in the Royal Indian Navy and elsewhere and 26 Ex-Cadets were selected to receive permanent Commissions in the Royal Indian Navy. This figure excludes the 28 Cadets who were recruited to the permanent Cadre of the Royal Indian Navy direct from the "Dufferin" 62 Ex-Cadets have been appointed in the various Pilot and Port appointments on the Coasts of India and Burma.

1947. Independence. The great event of 1947 was the Declaration of Independenee of India on 15th August 1947.

The Ship's Company was 'fallen' in on the Quarter Deck and in a short address the Captain-Superintendent explained to them what Independence meant for India and to the ship and after explaining in detail what the colours stood for in the Union Flag. The Blue ensign was lowered and the Union Flag hoisted in its place with all due ceremony.

The Ship's Hockey Team had an outstanding year winning the Dr. Viegas' Cup Tournament and was Runner-up in the Junior Aga Khan Tournament.

Seafares' Education Service Essay Competition, The "Dufferin" secured the First Prize for the third year in succession. This Competition was open to Cadets studying in H.M.S. Conway, T.S. "Dufferin" S.A.T.S. General Botha, H.M.S. Worcestor, Nautical College, Pangbourne, and to the Department of Navigation, Southampton. In 1944 the "Dufferin" secured all the three Prizes. In 1945 the First Prize, and in 1946 the First and Second Prizes. This year the "Dufferin' won the First and Second Prizes, the Third Prize going to a cadet in S.A.T.S. General Botha.

The Governor-General's Gold medal. With the event of Independence this Medal which was originally presented by the Viceroy is now presented by the Governor-General and consequently its designation was officially changed to the Governor-General's Gold Medal. As was the procedure during the past two or three years the date on which the selection took place was 23rd November which coincided with the Ship's Birthday and a Birthday cake was formally cut by the winner of the Gold Medal having first blown out the appropriate number of candles on the cake.

"Dufferin" Promise re-worded. Consequent on the obtaining of Independence the "Dufferin" Promise was amended to read as follows:—

On my Honour I promise that I will do my best,

To do my duty to God and my Country,

To help other people at all times,

To place the Ship before my Top,

And the Top before myself.

Cadets from Pakistan. The Partition Council allotted 12 vacancies for the 1948 entry to the Pakistan Government and decided that henceforth it should be the responsibility of that Government to arrange for the examination and selection of the quota of candidates sent by the Government of Pakistan in the same way that candidates from Burma and Ceylon are admitted.

1948. Ex-Cadets attained some of the highest ranks in the Royal Indian Navy, one having been promoted to the rank of Commodore while there was one Captain and two Commanders. It was interesting to see at the time of her being taken over that nearly 50 per

cent of the Officers in H. M. I. S. "Delhi", including the Commander, received their initial training in the "Dufferin".

The relevant portion of a report received from the Royal Naval College, Dartmouth, addressed to the Admiralty on the Cadets who left "Dufferin" in December 1947 for further training in the United Kingdom" reads: "Those who received their earlier training in the Indian Mercantile Marine Training Ship 'Dufferin' have given convincing evidence of the value of the instruction they were given there. Two in particular have been leaders in the group and all have been a great help to the other Indian Cadets...." Ex-Cadet Nadkar was placed first of all Cadets at the end of term examination and won the prize for Navigation, Seamanship and Grand Aggregate while ex-Cadet Gokhale was placed third out of fifty-six and Cadet Raju was placed eleventh. This report was particularly gratifying when it is remembered that Dufferin specialises in instruction for *Merchant Navy* requirements and that the ship was handicapped at that time through shortage of staff.

Major Change in Training In pursuance of the recommendations made by the Merchant Navy Officers' Training Committee, the Government of India decided that the "Dufferin" training should henceforth be confined to the Executive Cadets. It was further decided that the minimum educational qualification for admission to the Qualifying Examination prior to entry into "Dufferin" should be the possession of a Matriculation Certificate or a Certificate of an equivalent examination, with Mathematics as one of the subjects. The age-limit for admission was raised to between 15 and 17 years on the 1st of July on the year preceding that of the entry while the length of the training course was reduced from three to two years. To prevent any loss of vocational training the number of periods allocated to academic subjects was reduced to enable the total number of vocational periods to remain substantially the same as during the Three Year's System.

In 1949 sixty new Cadets—all executives—were admitted to the Ship and from 1950 onwards it was proposed that the annual intake of Cadets would be increased to eighty. Separate arrangements were made for the training of Engineering Cadets.

Extra Certificates of Competency. Four Ex-Cadets went to the United Kingdom in 1947 to study for the Extra Master's Certificate and the Extra Chief Engineer's Certificate, the highest qualifications available for Merchant Navy Officers. Ex-Cadets Azad and Javedekar were successful in obtaining the former Certificate, while Ex-cadet Parthasarathy obtained his Extra Chief Engineer's Certificate. Two Ex-Cadets were appointed as Marine Superintendents in Indian Shipping Companies.

Changes in the Staff. There were several changes in the Staff during the year. Lt.-Commander M. F. S. C. Harvey resumed command on the 18th February 1948 after four months' service as Nautical Surveyor and Shipping Master, Chittagong. Mr. S. A. Shah, the Headmaster, departed on 1st of March and his duties were carried on by Mr. C. Pinto in addition to his own.

In April 1948 the black stockings worn by Cadets in No. 13's uniform were replaced by white ones.

The post of Chief Engineer Officer was abolished with effect from the 1st October from which date Mr. J. S. H. Stevenson became the Director of Marine Engineering Training.

House Flag changed. The Dufferin House Flag was officially changed, the Star of India in the centre being replaced by the Ashok Chakra in blue on the red background.

T.S. DUFFERIN

Change in Designation of "Dufferin" With the change in the system of training the Government decided that she should be designated Training Ship "Dufferin" with effect from 14th March 1949 as it was considered that the lengthy preamble Indian Mercantile Marine Training Ship had become unnecessary.

The Last Engineers depart. A batch of 51 Engineer Cadets left the ship, both those who had completed their full three years in the Ship and also the Remove Engineer Cadets who had completed only two years. The remove Cadets were to put in further training at the Engineering College to be started in Calcutta after finishing their Workshop Time.

It was generally regretted that the training of both Engineer and Deck Apprentices could not be continued as the dual system had many advantages but it was considered that india's need for Merchant Navy Officers could not be confined to the out-put from "Dufferin" only. The Expansion meant bifurcation and the "Dufferin" was confined to the training of Deck Officers. Mr. Stevenson, the Director of Marine Engineering Training, was confident that the training of Engineers would in no way suffer from the change.

Academic Training. With the admission for training in the "Dufferin" restricted to the post-matriculation candidates, scholastic syllabus was revised to some extent. The teaching of History was discontinued and instead a weekly period was allotted to Current Affairs. Oceno-graphy was introduced as a new subject.

Vocational Training. The new scheme of the two years' course came into effect as from 1st February 1949. Fairly satisfactory progress was made but much difficulty had to be over-come due to the shortage of Executive Officers. A great deal more maintenance of the ship and boats was carried out by the Cadets themselves as a result of the introduction of the Maintenance Top. This was of considerable benefit to the Cadets who learned and took a pride and interest in the upkeep and Main-tenance of their ship.

Cinema. The ship purchased a 16 m.m. sound projector and both educational and full-length entertainment films in English or Hindustani were shown once a week.

1950. New Nomenclature for Classes. The names of Classes in the Dufferin were changed. The Senior Cadets being known as Senior Class and Senior Class 2 While the remainder batch of the Three Year Nautical Executive Cadets for reasons of simplification were re-designated as Senior Class 3. The New entry Junior Cadets being titled Junior Class 1 and Junior Class 2, or more briefly S_1, S_2, and J_1 and J_2.

The last batch of the Three-Year Cadets left in December 1950 together with the first of the Two-Year batches.

Retirement of some of the oldest members of the staff. On 6th June Mr. C. R. Pinto retired after 22 years of faithful and efficient service. During the latter years he had been carrying out the duties of Headmaster in addition to his own. Mr. Pinto was-re-appointed as part-time lecturer in English, History and Geography for the autumn term. He had been in Dufferin since her earliest days as a training ship, consequently all ex-Cadets have passed through his hands and there is no one who has not got a good name and a happy memory of him.

Shri S. P. Gonsalves, Chief Steward, retired on 22nd September 1950, after 23 years of service as Chief Steward, and was well knowu to all the many cadets who had their initial training in "Dufferin".

Shri H. Gonsalves, late Store-keeper and Shri S. P. Gonsalves' son, appointed as Chief Steward.

Abdul Rehiman Shahbuddin, Serang, retired on 1st July 1950 after 19 years service, first Signal Sukhani and during the latter 11 years as Serang. We are glad that his good name will be carried on by his son who is a Lascar in the Ship.

President Gold Medal. With effect from 1950 the Gold Medal awarded annually to Cadets which was previously known as the Viceroy's Gold Medal and subsequently as the Governor-General's Gold Medal was hence-forth known as the President's Gold Medal and the Honour's Board on the Quarter Deck was suitably altered.

Naval news. It is interesting to note that during the President's visit to the Indian Navy in April 1950, 8 of the ships forming the fleet were commanded by Ex-"Dufferin" Cadets.

Change in Designation of Officers. With effect from January 1951 the Second, Third and Fourth Officers were designated collectively as Executive Officers. A change in "Dufferin" Staff Uniform was also adopated. The crown on the Cap Badges and buttons was replaced by the Ashoka. The Standard British Merchant Navy Uniform stripes were discontinued. All Gazetted Officers with a Master's Certificate wore two gold stripes with a diamond above

the upper stripe indicating that they were Certificated Officers. Officers with more than five years service had a half stripe between the two while the Chief Officer continued to wear three stripes with the diamond above The Lecturer-in-Charge wore two and half stripes while other Lecturers wore two stripes with blue cloth between.

1951 House Flag again changed. The House Flag underwent a further change, the Ashoka Chakra which replaced the Star of India in 1947 has now been superimposed by an Anchor and Cable and the colour of the emblem being gold on the red background. This last change was on the recommendation of the International Nomenclature Committee of Naval Headquarters.

Royal Naval Training Results. News was received that Ex-Cadet R. Swaminathan had topped the list of successful candidates who appeared for the Final Examination of Cadets from H.M.S. "Devonshire'. The 96 Cadets who appeared for the Examination included representatives from six Commonwealth Nations. The name of another Ex."Dufferin" Cadet S. Jain also in that batch appeared at the top of the list of other successful Indian candidates hailing from the Joint Service Wing.

Ships's Office. For several years the clerical staff had been occupying very cramped quarters in the Ship's Office abaft the Captain's Office. With the departure of Engineer Cadets it was possible to shift the Office to the Main Deck in the place originally occupied by the Engine Room Workshop. This transfer was carried out entirely by the Ship's staff and completed in March 1951.

Seamanship Models. The following month a new Seamanship Model Room came into being on the Port side of the Main Deck in the position previously occupied by the Engineers' Work Benches. The thick wood from these benches being sawed into thinner planks enabling the sides of this compartment to be consructed without purchasing any wood from ashore.

Ex-Cadet on the Governing Body. The Government of India approved the nomination of an Ex-Cadet to sit on the Governing Body of the Training Ship. Captain R. D. Katari, I.N., was selected by the Ex-Cadets in Port and those permanently settled in Bombay had a dinner at the West End Hotel. All branches of the sea profession were represented including the Merchant Navy, Survey, Pilots, Training Establishments, Indian Navy and the Army.

During the term we were pleased to welcome on board both commodore Taylor, Commodore-in-Charge, Bombay, who visited the ship on the 20th October and Rear-Admiral Dickinson, Rear-Admiral Commanding, Indian Naval Squadron, who visited the ship on 10th November 1951.

Initiative Test. A feature of the Vocational Training which is undertaken twice a term is the Initiative Test when Cadets are given tasks of a seamanship nature which is intended to test their initiative and enhance their powers of leadership. This is an Inter-Top Event and the Cadets work under their Senior Cadet-Captain. 1½ hours is available for the test. During the year the following were the items carried out all of which were reasonably satisfactorily completed :—

1. Rig Jury Gear to steer "Dufferin".
2. Rig a derrick to lift a weight of 10 cwts. from a boat alongside and lower it on to the boat deck.
3. Construct a Sea Anchor suitable for a 200 ton ship.
4. Rig sheer legs to unshackle the sheet anchor and place it on the Fo'c'le head.
5. Rig a Breeches Buoy between the main mast and the top of the Games Room.
6. Construct a raft to carry six Cadets and demonstrate its efficiency.
7. Rig a Boat Boom on the Starboard Side amidships and make fast to it a Cutter.
8. Rig a Jury Davit suitable to hoist the forward end of the whaler clear of the water.

9. The Ship's side is holed near the water line ; assuming a round port-hole in No. 5 Orlop Deck to be the hole, effect necessary repairs.

10. Rig gear to unship the davit of Whaler 3.

11. Hoist the Cutter 9 feet clear of the water rigging the necessary gear for this purpose from the Upper Deck.

12. Rig suitable gear to pick up a stretcher case from overside without using a davit.

It is competitions such as these which can be held only in a ship that drive home the overwhelming advantages of a ship over a shore establishment for training personnel for the Merchant Navy.

Scholarships. Including two new Rajasthan Scholarships the total number of scholarships available each year to "Dufferin" Cadets is now 51 ranging in value from Rs. 300 to Rs. 1,200 per year. The Ship's fees are at present Rs. 412 per year plus Rs. 240 extras, the cost of uniform being at present Rs. 468 with cost of replacements for the first year averaging about Rs. 50 and Rs. 100 for the second year.

Ex-Cadets Achievements. More Ex Cadets have been successful in obtaining in the United Kingdom the highest vocational qualifications. Sri S. K. Kasturi, Sri S. A. Samson and Sri D. Dyer obtained their Extra First Class Engineer's Certificate during the year.

Several Ex-Cadets have now attained the highest ranks in the Indian Navy and Merchant Navy. Captaia A. Chakravarti, I. N., has been appointed as Captain-Superintent, Indian Naval Dockyard ; Captain R. D. Katari, I. N., as Captain (D) of the 11th Destroyer Flotilla ; and Captain B. S. Soman, I. N., as Naval Officer-in-Charge, Vizagapatnam ; while two Ex-Cadets are serving as Marine Superintendents and one as Engineer Superintendent and eight others are in command of Foreign-going Ships in the Merchant Navy.

Saturday Divisions. There was a slight alteration in the routine. Instead of having Divisions and Inspection on Sundays this was carried out on saturdays and old Saturday routine (cleanship) was carried out on Friday evenings between 1630 and 1830 by cutting out other evening activities on that day while Swimming was changed to Monday evenings. This change was effected with the object of giving a complete day of rest to the Staff and Cadets, except those on duty, and to enable Cadets to utilise this time suitably for study of subjects in which they are weak or as they might consider best in their own interest.

Efficiency Shield. A new Inter-Top Competition has been introduced, known as the Captain-Superintendent's Top Efficiency Shield, and will be awarded to Top maintaining the highest standard of efficiency during the term. It is based on a Top's position at the end of each fortnight calculated on the marks awarded for the Top Efficiency Cup but excluding marks for Badges, and deductions for non-swimmers in the Top.

Brains Trust. A new innovation was the monthly Brain Trust Meeting. The 'Trust' consists of the Executive Officers with the Captain-Superintendent as Question Master. Cadets are encouraged to ask questions primarily on their profession which are answered by the staff. A 'happy' atmosphere is obtained at the Meetings and a lot of useful information is acquired by the Cadet on subjects not normally covered under any of the instructional subject heads.

1952. D.O.C.A. The Association had not been very active for some years. A meeting of the Association was arranged mainly through the efforts of Ex-Cadet G. S. Bhatnagar on the 30th July 1952, at which 38 Ex-Cadets attended. Captain A. Chakravarti, I.N., was unanimously elected at President and G. S. Bhatnagar as General Secretary.

The primary purpose of this meeting, besides being to instil new life into the Association, was to consider suitable ways to celebrate the "Dufferin" Silver Jubilee. A similar meeting was also held in Calcutta by Ex-Cadets in that port.

Highest marks in the United Kingdom

Ex-Cadet S. Kasturi was awarded a Certificate and a cheque for £50 by the Navigators'

and Engineer Officers' Union and a Silver Medal from the Institute of Marine Engineers in recognition of his having obtained the highest marks in 1951 at the British Ministry of Trasport Examinations for the Extra First Class Engineer's Examination.

Organisation. A word on the organisation of the ship will be of interest to those who have not passed through the "Dufferin" and will also help to remind the 'older' ex-cadets of their life on board. The Cadets are divided into two Watches, Port and Starboard, each is divided into three Tops—Fore Top, Main Top and Mizzen Top which are sub-divided into two parts. Senior and Junior Cadets are spread equally among the six Tops irrespective of religion or part of the country from which they hail. There are at present 95 Cadets on board; so each Top consists of approximately 16 Cadets. A Top is allotted a part of the Ship and a boat and is responsible for its cleanliness and general maintenance.

The Cadets in each Top work, play and mess together and enter for all Competitions as a Top whether it be for games, sailing or boxing and as such a sence of *esprit de corps* is cultivated With a few exceptions all Trophies in the Ship are awarded to a Top rather than to an individual cadet.

In charge of each Top is a Senior Cadet Captain assisted by a Cadat Captain and a Leading Cadet who are in charge of the two Parts of the Top. All senior cadets who show aptitute for leadership are given an opportunity to act as Cadet Captain which helps to cultivate a sense of leadership.

The Cadet Captains are responsible to the officers for the welfare and smartness of the cadets in their Top. All cadets in the Top are made to feel personally responsible for the appearance of their part of the Ship and for the position of their Top in competitions *vis-a-vis* the other Tops and are, in fact, like a small ship's company within the ship running under their own cadet officers and cadet captain.

Court of Honour. All minor cases of breaches of discipline are reported by the Cadet Captain to a Court of Honour consisting of three Senior Cadet Captains with a Junior Cadet as Secretary. The cases are carefully investigated and a verdict is arrived at, and if found guilty, cadets are given extra gangway duty or perhaps extra maintenance work about the ship. Any cadet may appeal to the Chief Officer against the Court of Honour's decision if he so desires. All cases, are carefully entered into a register which is regularly inspected by the Officers and the Captain-Superintendent.

This system of organisation has worked extremely well and is largely responsible for the general efficiency, cleanliness and discipline on board and it has helped the Cadets to appreciate one another as individuals and as shipmates without consideration of religion, domicile and other factors. This is borne out by the names of past Winners of the Viceroy's and President's Gold Medal, the final selections for which are made by the Cadets themselves. The list of names of the Winners and Runners-up are shown on the Honours Board on the Quarter Deck and include Hindus, Muslims, Buddhists acd Sikhs hailing from Burma, Pakistan and India.

A Summary of the "Dufferin's" Contribution to the Services. According to reports received the position as on 1st October this year shows that out of the 979 Cadets who passed out of the "Dufferin" on completion of their training, 403 Ex-Cadets are in the Merchant Navy, 184 in Ancillary Services ; 103 in the Navy while the Army, Police and Civil Air Lines numbered a further 36 Ex-Cadets among their staff. Thirty-eight Cadets died after leaving the "Dufferin". These figures includ also Pakistan, Burma and Ceylon Cadets who have passed through the Ship.

Long Service of the Staff. Four Members of the Staff have served on board for 25 years : the Serang (Dawood Saidu) ; the Senior Boat Sukhani (Ali Kadir) ; Cadet's Cook (C.R.D' Mello) ; and the Officers' Butler (F. X. Lobo). There are 18 Members of the Staff including Captain Harvey who have been in the Ship for 20 years and a further 18 with 10 years' service and over.

Literary Meetings. The competitions held under this heading takes place each term, which include Elocution and Story-Telling Competions and Debates, were re-organised so as to

bring them on to an Inter-Top basis and with a view to getting as many Cadets as possible to take part. The Senior Cadets represent their Top during the first term and the Junior Cadets during the second term. In each competition a Top is represented by two different Cadets; thus 12 of the 16 Cadets in each Top are required to address a full audience each year.

Audio-Visual Aids. Both films and film-strips were brought into regular use on the vocational and academic side of the training. A film library is being slowly built up at the Nautical and Engineering College and will be available for the use of all Merchant Navy Training Establishments in India.

The Indian Cadet Magazine. In view of the "Dufferin's Silver Jubilee" it was decided to produce a special Souvenir Number containing a summary of the 25 years of the "Dufferin" and that it should be the Fiftieth issue of the Magazine. This number also contains a fairly comprehensive history of the Ship.

Repairs, Major structural repairs were carried out in 1952. The Ship's ' Heads ' were renewed and part of the F'c'sle Head was replated and redecked. During the Monsoon Vacation the ship was in Dry Dock foi three months, The Boat Deck was renewed and the Engine Room Skylight and the oid W/T Cabin were removed thus making available a large space on the Boat Deck which could be used for physical training and other usefui purposes, Numerous other miscellaneous repairs were undertaken to prolong the life of the ship as it was considered that it would be extremely expensive and difficuit to replace the "Dufferin" which is so eminently suited for training purposes.

Financial. The fiinancial year's per capita cost of training of Cadets was estimated at Rs. 7,839 as compared with Rs. 3,964 estimates in the Sayers' Report. The increase of Rs. 3,875 was due to certain non-recurring capital expenditure amounting to Rs. 3 lakhs incurred on account of major structural repairs under-taken during the year, and also due to all-round increases in cost of stores and provisions of all kind since 1926 when the Sayers' Report was prepard.

" Dufferin " Defence Course. This Course was introduced in February 1952. The Cadets undergo this Course during the third term of training. It occupies 10 days and is organised by the Indian Navy and consists primarily of Parade Training, Rifle and Gun drill and lectures in Elementary Gunnery which will be of value to Cadets serving in Defensive Eqipped Merchant Ships.

General Cariappa, Commander-in-Chief, was pleased to present a Shield to the Top obtaining the highest marks as a result of combining the marks obtained by individual Cadets in the respective Tops.

Boxing. There was a slight improvement in the standard of Boxing as compared with last year. An important step was taken to bring this about by converting the Boxing Tournament for the C. B. Sethna Shield from an Inter-Watch to an Inter Top Competition and it was pleasing to note that the whole tournament worked well, based as it was on the principle: " I shall place the Top before myself."

Swimming. The Annual Aquatic Sports were held at Gowalla Baths and every event was well contested. To enable as many Cadets as possible to take part in the Sports a new item " Inter-Top Relay Race for Juniors " was introduced in addition to the Senior Relay Race. With this addition at least 8 Cadets from each Top now compete at the Sports.

Presentations to the "Dufferin". The followiug presentations were received on board during the year —

A pair of Gravity Davits by M/s. Welin-Maclachlan Limited.

A Metal Life Boat by the Bombay Steam ' Navigation Co., Limited.

Complete Equipment for the Life Boat by M/s. British India Steam Navigation Co., Limited.

A Boxing ring by Messrs. Mazagon Dock Limited.

A Gyro compass and Repeater on loan from the Indian Naval Dockyard.

An Echo Sounding Machine on loan from Messrs. Marconi International Marine Communication Limited.

Cinema Hall. A Cinema Hall was constructed on the Upper Deck by combining the two campartments which were originally used as the Forge and Air Compressor Room. There is accommodation for 80 to 90 Cadets on benches with backs fiitted with Dunlopillo cushion. This Cinema Hall had a dual purpose as it enables instruction films to be shown during class hours to Cadets without having to darken the class rooms for this purpose and secondly, it enables the "Dufferin" film to be shown to Visitors during the day time. Entertainment films in English and Hindi continue to be shown on deck on Saturday nights to the Ship's company.

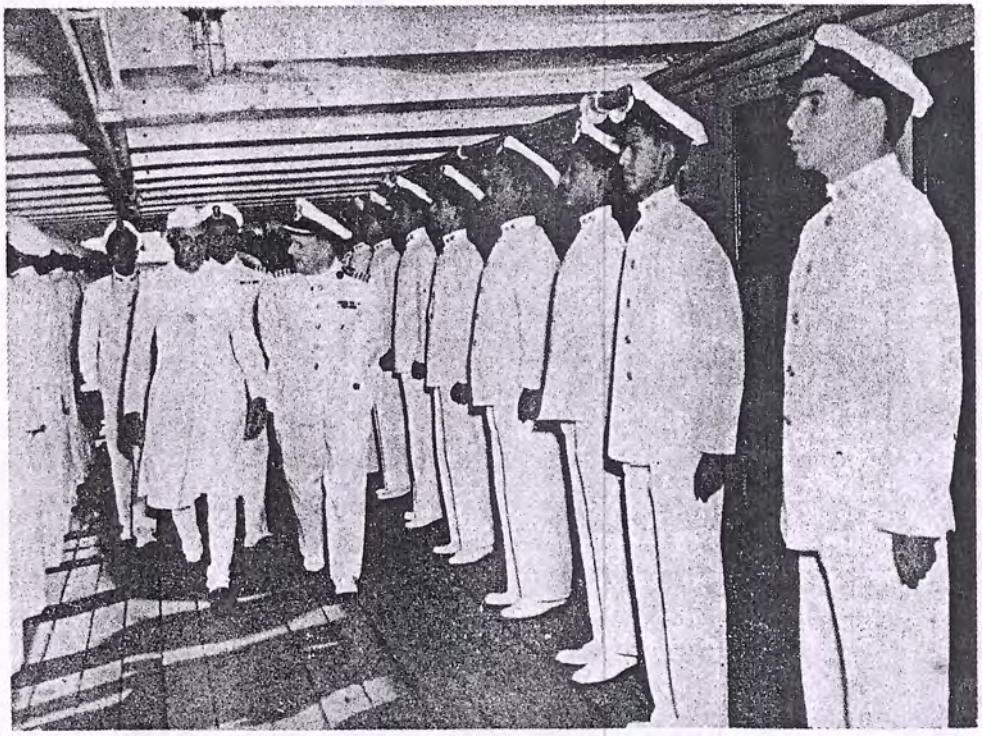
"Dufferin" film. The Dufferin Film "Sailors of Tomorrow", a 16mm. sound film, produced by the Ministry of Information and Broadcasting is regularly shown on Visitors' Days and to all organised parties visiting the Ship.

The film in various languages was exhibited in 21 cities and major towns of India during the year and it is estimated that it was seen by about 96,000 people.

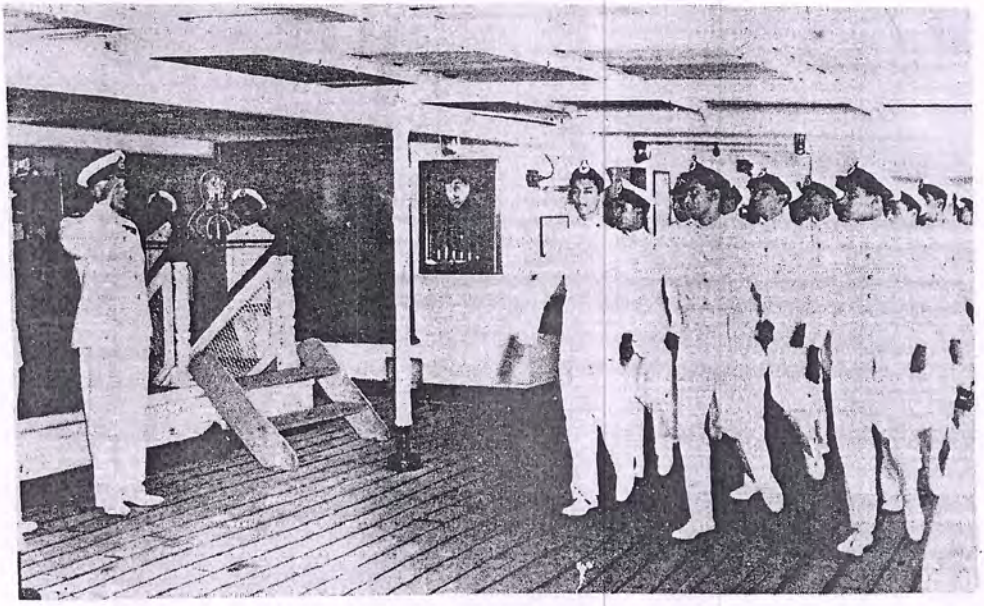
Electronic Aids. The old ship's Office on the Upper Deck was set aside as a compartment to house the electronic aids in the ship namely the Gyro Compass, Echo Sounding Machine and Direction Finder and there is also room in the compartment for a Radar Set. The housing of these instruments in one compartment shows a Cadet that by their use be can find the ship's position, course, depth of water and, when Radar is fitted, locate the position of land and ships in the vicinity without leaving the compartment but it is however impressed on his mind that these instruments are preliminary aids to Navigation and not infalliible.

23rd November 1952. The "Dufferin" completed twenty-five years as a Training Ship on this day. It is interesting to see where those who joined her between the 23rd November and 1st December 1927 are now. One died during training and four died after leaving "Duffering", two did not complete training. We have lost touch with C. A. Tatam, S. K. Roy, A. Choudhury, and B. P. Vermah but the remainder are holding the following appointmeuts :—

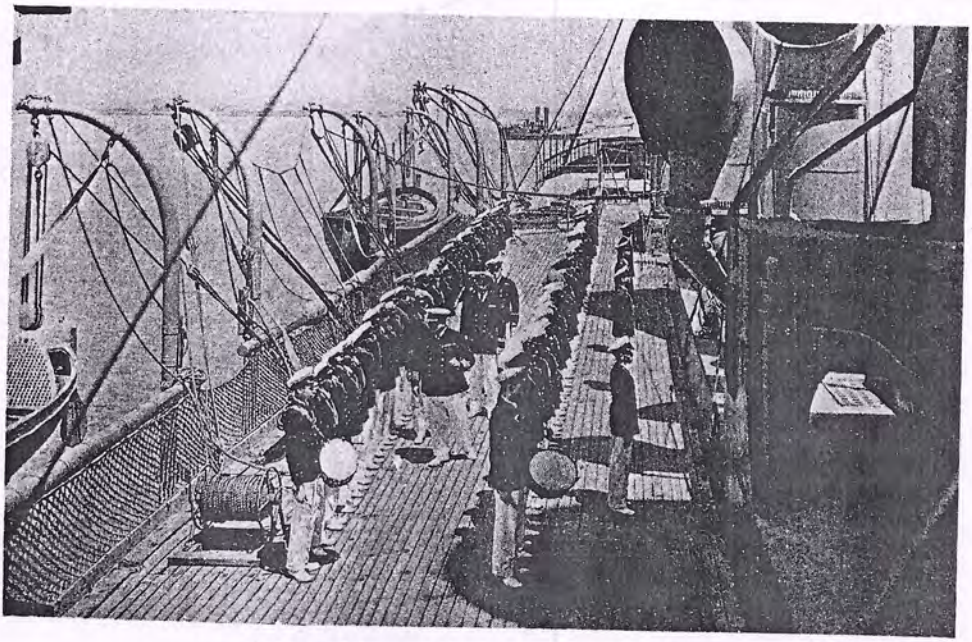
K. R. S. Captain	...	Shipowner in Karachi
Lagat Singh (Uberoi)	...	Civil Life.
B. K. Sahgal	...	Master Pilot, Hooghly Pilot Service.
P, N. Kohli	...	Master Pilot, Hooghly Pilot Service.
Q. Ahmed	...	Chief Engineer, Calcutta Port Commissioners.
Manoharlal (Vasdev)	...	Master Pilot, Hooghly Pilot Service.
Ram Dass Katari	...	Captain, Indian Navy.
S. Chatterjee	...	Pilot, Bombay Port Trust.
S. K. Kumarhia	...	Nautical Surveyor, Mercantile Marine Department, Bombay.
S. G. Karmarkar	...	Captain, Indian Navy.
U. Shankar Rao	...	Master Pilot, Hooghly Pilot Service.
R. A. Rego	...	Pilot, Bombay Port Trust.
A. M. Correa	...	Railways.
E. I. Moon	...	Deputy Harbour Master, Vizagapatam Port.
A. Chakravarti	...	Prob. Asst. Harbour Master, Calcutta Port Commissioners.
K. N. Lahiri	...	Officer in River Steam Nav. Co., Calcutta.
E. J. Jacob	...	Civil Life.
I. D. Randeri	...	Second Officer, Scindia Steam Nav. Co. Ltd.
B. Chuckerbutty	...	Chief Engineer, Calcutta Port Commissioners.



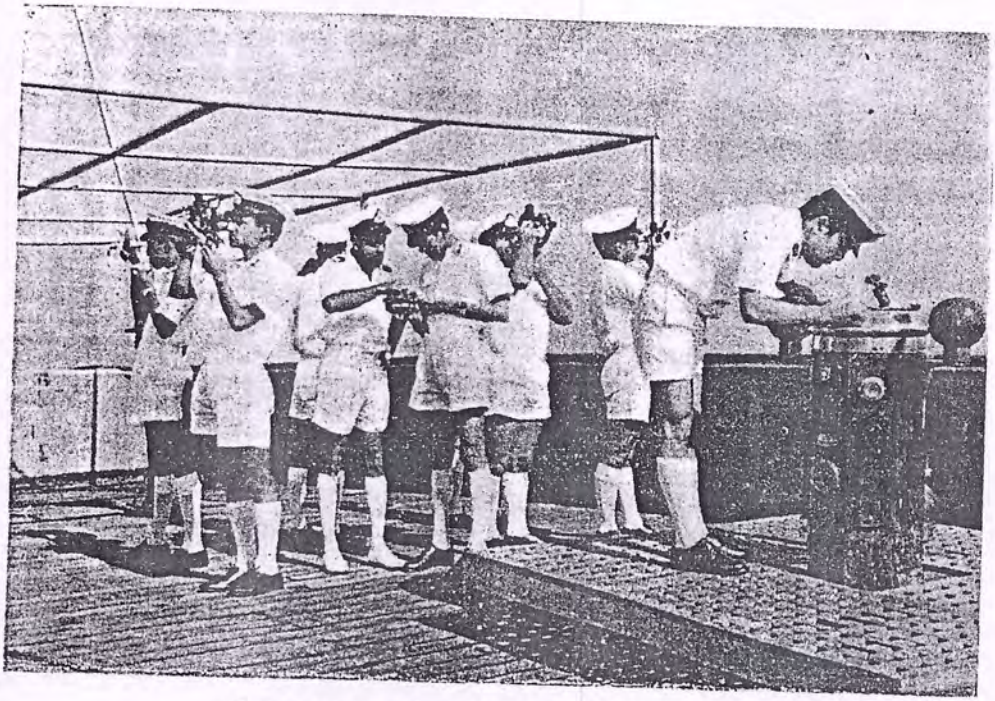
The Prime Minister's Inspection of the Cadets.



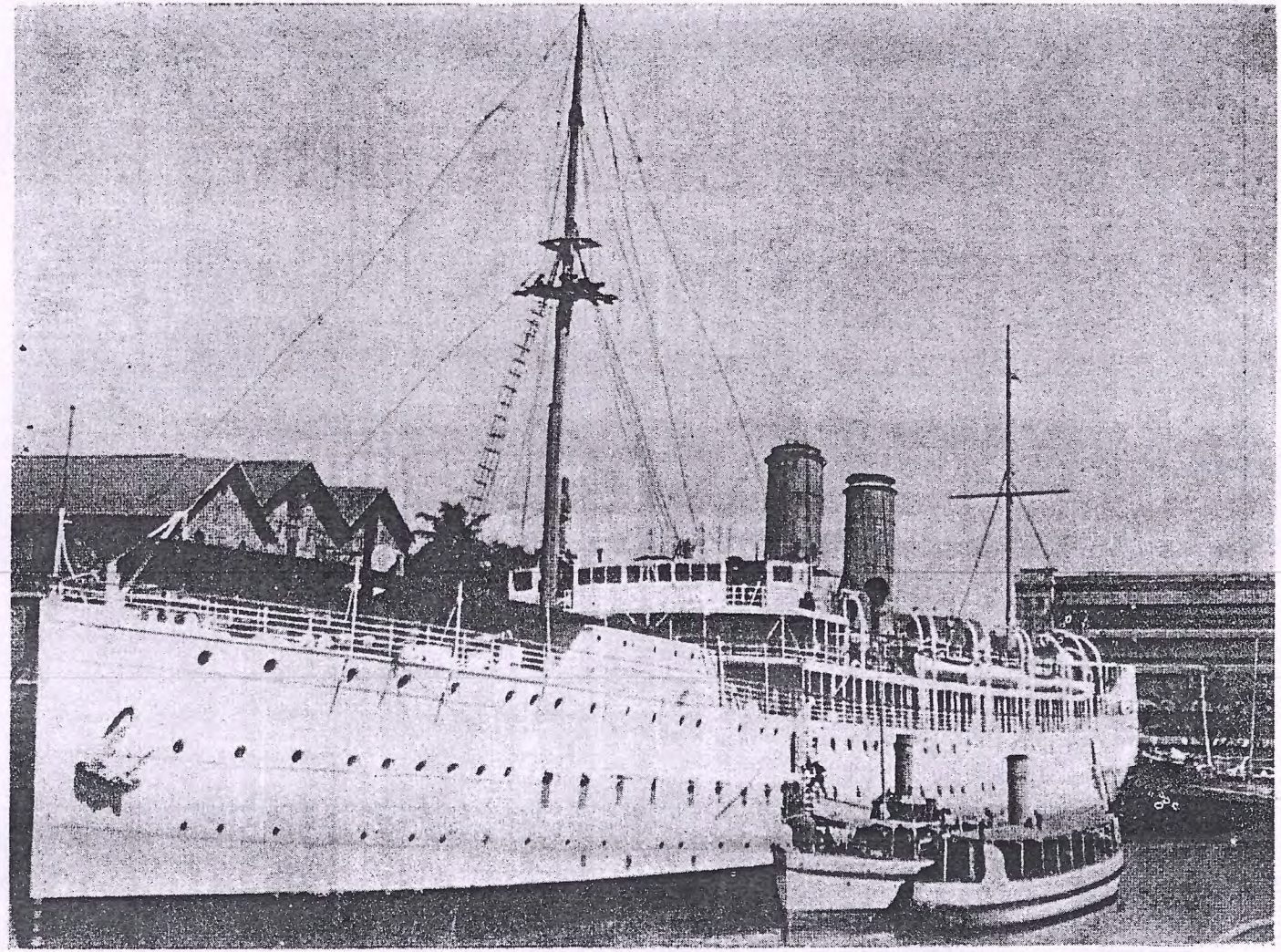
Vice-Admiral Pizez, C-In-C, Indian Navy takes the salute



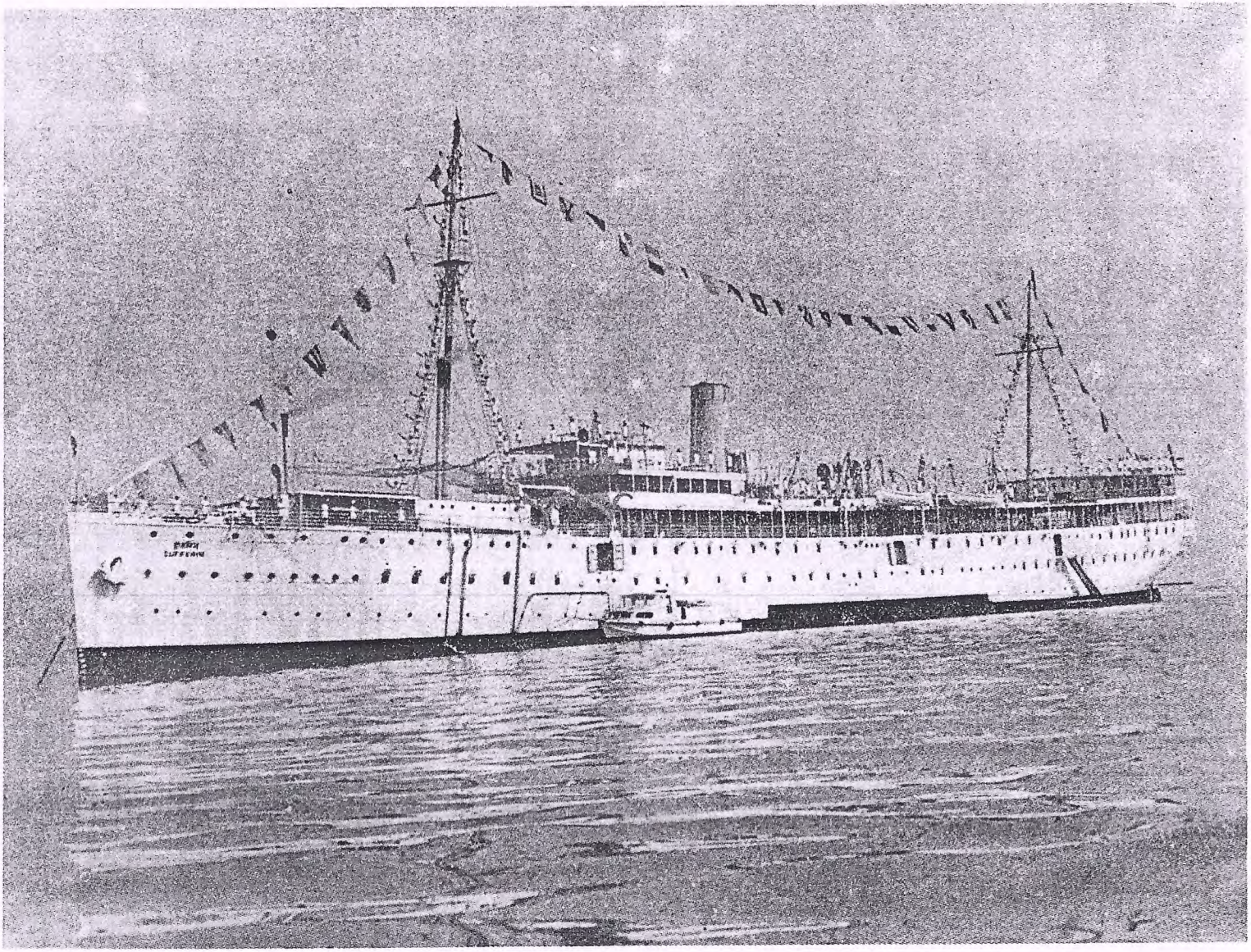
General Inspection on Boat Deck



Learning to take sights and bearings



In 1927 "Dufferin" was fitted out as a Training Ship in the Government Dockyard



T. S. DUFFERIN

SILVER JUBILEE CELEBRATIONS

Saturday, 29th Nov. 1952 ____ At Naval Moorings Dufferin was towed from her moorings off Mazagaon Pier to the Cruiser Buoy in the Naval Anchorage.

Boxing Finals ---- The boxing ring which was presented by Messrs Mazagaon Dock and which was rigged on the Boat Deck was used for the first time for the Finals of the Ship's Boxing Tournament. Being the first of the series of functions great enthusiasm was shown. A large number of Ex-Cadets and guests were present. Mr. J.S. Anderson, for many years connected with the Ship and the donor of two trophies which were being competed for that evening, presided. Mr. Anderson presented a third cup to the ship to be known as "Dufferin Silver Jubilee Boxing Cup". This cup was won by him in 1905 in Quetta when he was the Army "Light Wieght" Boxing Champion. The Captain-Superintendent in his short address before the presentation of prizes, referred to the old adage "History repeats itself". He said that in 1923 the "Dufferin" had made her last sea voyage and she had been anchored in a position approximately where the "Dufferin" was now and in command of her was placed a Commander Digby-Beste. Now, 25 years later history had repeated itsef in that, in making the voyage from her moorings off Mazagaon Pier to her present position, "Dufferin" had made her longest trip for 29 years and who should be on board with us but Captain Sir Henry Digby-Beste.

The following trophies were then given away by Mr. Anderson :-

The 'Dufferin' Cup (open) for the cadet voted the best boxer in the Open Tournament ____ Cadet Tin Aye.

The 'Dufferin' Silver Jubilee Cup for the second best boxer in the Open Tournament ____ Cadet Spears.

The 'Dufferin' Cup (Novices) ____ Cadet D.A.J. D'Souza.

The Best Loser ____ A statuette for the cadet voted the best loser in the Open Tournament ____ Cadet Rajaram.

The Perpetual Challenge Cup ____ Starboard Fore Top.

(An important feature being that the decision of first three trophies was obtained by the voting of the Cadets who took part in the tournament.)

Another special feature was the introduction of Ex-Cadets' Visitors Book in which all the Ex-Cadets coming to the ship were asked to sign and fill in their ranks and addresses.

From 6-30 p.m. the ship was illuminated overall and presented a spectacular appearance. This was made posible by the loan of I.N.S. Delhi's illumination lines by the kind permission of Captain S.G. Karmarkar, I.N. (Ex-Cadet 1927-1930), and the assistance of Chief Electrician Oswald of I.N.S. Delhi who greatly helped the ship's staff.

Sunday, 30th Nov.____ Open to Visitors. The wide publicity given in the Press to the Silver Jubilee Celebrations and the ship being thrown open to visitors attracted a large crowd which gathered at Ballard Pier to be taken in tenders to the Ship. About 1,140 persons visited the ship between 10.00 and 16.00 hrs. This number could have been increased manifold but had to be limited by the boat accommodation available.

Past vs. Present Sailing Regatta. ____ In the afternoon a large number of Ex-Cadets and their wives came to see the Sailing Regatta between the 'Past and the Present' Cadets which resulted in a win for the latter. This was the first occasion on which such a competition had been held on board. Commodore R.M.T. Taylor, R.N., Commodore-in-Charge, Bombay, presided and kindly presented a Cup to be known as the 'Dufferin' Silver Jubilee Regatta Cup.

CREWS

Ex-Cadets	Present Cadets	
Whaler D.K.3:	Whaler D.K.2:	Whaler D.K.1:
P. Alexander (Cox)	K.K. Nayar (Cox)	N.K. Kapur (Cox)
D. Chowdhury	M.C. Cyriac.	S.K. Sharma.
N.K. Pillai.	J.S. Uberoi.	K.P. Ramchandran
H.M. Ghatak.	J.S. Anand	R.K. Sinha.
B.A. D'Souza.	Tin Aye.	D.K. Sirkar.
V.V. Patnaik.	H.A. Mirchandani	M.X. Corera.

Whaler I.N. B.K.1 :	Whaler F/110 :
D.C. Mitter (Cox)	J.A.G. Peres da Silva (Cox)
R. Kumar.	R. Rodricks.
M. Jafari.	R.R. Iyer.
S.V. Ramchandani.	J.X. Naronha.
G. Srinivasan.	R.K. Chhiba.
P.P. Kesava.	H.J. Martins.

The following trophies were given away by Commodore Taylor :-

The Mehta Cup for efficiency in boat handling ____ Starboard Main Top ____ S.C.C. N.K. Kapur.

The Pollett Cup for the Inter-Top Cutter Sailing Race ____ Starboard Main Top ____ Cox. C.C. K.K. Nayar.

The Governor's Cup for the Inter-Top Sailing Regatta ____ Port Mizzen Top ____ Cox. S.C.C. J.A.G. Peres da Silva.

The Walford Taylor Cup for Inter-Form Sailing Regatta ____ Senior Class I Cox. Shri D.G. Hazari.

The Taunton Cup for the Inter Top Whaler Pulling Race ____ Port Mizzen Top ____ S.C.C. Peres da Silva.

The Temperley Grey Cup for Inter-Top Cutter Pulling Race ____ Starboard Main Top ____ S.C.C. N.K. Kapur.

The Munshi Cup for Sharpie Sailing Races ____ C.C. K.K. Nayar.

The Gokhale Cup for Inter-Top Whaler Sailing Race ____ Port Main Top ____ L.C. Rajaram.

The 'Dufferin' Jubilee Regatta Cup for Regatta between the Past and Present Cadets won by Present Cadets ____ Cox. S.C.C. J.A.G. Peres da Silva.

To celebrate the Silver Jubilee of the Taining Ship "Dufferin" and to meet Sir Henry Digby-Beste a dinner party was arranged on 30th November 1952 by the Governing Body at the Cricket Club of India in the Governor Pavilion. The following were present :-

Mr. S. Jagannathan, I.C.S., Director-General of Shipping, Member of Governing Body.

Mr. M.A. Master, Retired General Manager of Scindia Steam Nav. Coy. and Member Governing Body, from 1927 to 1952.

Mr. L.T. Gholap, I.C.S. Chairman, Port Trust.

Mr. A. Sattanathan, Collector of Customs.

Mr. Kirkwood Brown, Senior Partner, Mackinnon Mackenzie & Co., Agents, B.I.S.N. and the P. & O., Bombay.

Sri Vithal Chandavarkar, Formerly Vice-Chancellor, Bombay University and at one time Member, Governing Body.

Captain M.F.S.C. Harvey, Captain-Superintendent, T.S. "Dufferin".

Mr. P.R. Subramaniam, Deputy Director-General of Shipping.

Mr. C.A. Buch, Retired General Manager of Bombay Steam Navigation Co., Officer on Special Duty, Sailing Department, Directorate of Shipping.

Mr. A. Neogy, Deputy Director-General of Shipping.

Mr. P.M. Chinai, Member, Governing Body.

Mr. C.C. Shah, Member, Governing Body.

Captain H.W.L.T. Davies, Formerly Chief Officer, "Dufferin", and now Harbour Master, Bombay Port.

Captain J.R. Davies, Nautical Adviser, Government of India.

Mr. T.A. Keith, Chief Surveyor, Government of India.

Mr. N.M. Wadia, Vice-Chancellor, Bombay University, and Member, Governing Body.

Mr. A.H. Bhiwandiwala, Chairman, The Great Eastern Shipping Co.,

Mr. S.N. Haji, Manager, The Scindia Steam Nav. Co. Ltd.

Monday, 1st Dec. _____ Annual Athletic Sports. The Ship was open to the public from 10.00 to 13.00 and about 500 visitors came on board in Tenders from Ballard Pier. In the afternoon Cadets went to the Cooperage for the Annual Athletic Sports at which the Governor of Bombay Presided. Two new events were introduced in the programme this year. These were, "Heaving the Lead Competition" and a contest in "Throwing the Heaving Line". Neither of these events had been seen before by the public and consequently they were watched with considerable interest. The combined bands of the Indian Navy were present and besides playing during the function an exhibition March-Past was presented by them during the interval.

After the completion of the programme the Governor of Bombay, Shri Girja Shankar Bajpai took the salute at the 'March-Past' of the Cadets. In his short speech the Governor said, that he was more akin to the political arena than to an Athletic meeting; however, what he had seen showed how efficiently the Cadets were being trained in the "Dufferin". The Captain-Superintendent then requested Shrimati Bajpai to give away the prizes. The following were the results :-

Events.	*Class.*	*Winner.*	*Second.*	*Time, height or length.*
Long Jump	... Open	... Sen. S	... Martins	... 20' 4½"
220 Yards	... Novices	... Rodrigues	... Nagra	... 27 1/5 secs.
Long Jump	... Novices	... Rodrigues	... Varghese	... 16' 5.5"
220 Yards	... Open	... Spears	... Anand	... 24 2/5 secs.
Hop, Skip & Jump	... Open	... Martins	... Sen, S.	... 39' 7"
100 Yards	... Novices	... Rodrigues	... Ghose	... 11.4 secs.
100 Yards	... Open	... Spears	... Sen, S.	... 10.2 secs.
High Jump	... Novices	... Nagra	... Roy, S. K.	... 4' 11.5"
High Jump	... Open	... Ezekiel	... Sen, S.	... 5' 3"
120 Yards Hurdles	... Open	... Spears	... Ezekiel	... 16 2/5 secs.
440 Yards	... Novices	... Rodrigues	... Sood	... 1 m. 0.4 secs.
440 Yards	... Open	... George	... de Souza, W.	58 secs.
Putting the Shot	... Open	... Spears	... Pandit	... 30' 11"
Pole Vault	... Open	... Spears	... Sen, D. K.	... 9' 0"
880 Yards	... Open	... George	... Rodrigues	... 2' 41 2/5"
One Mile	... Open	... Sood	... George	... 5 m. 38 secs.
Old Boys Handicap	... .	Chowdhary, D.	Yovale	... .
Inter-Top Relay	... .	Starboard Main Top.		
Inter-Top TugO'War	... .	Port Mizzen Top.		
Throwing the heaving line	... .	Pandit	... Ezekiel	... 55 ft.
Heaving the lead	... .	Sinha	... Ezekiel	... 93 ft.

The Allwyn Steel Equipment Co.'s Inter-Top Sports Shield for the Top scoring highest points at the Ship's Athletic Sports : Starboard Main Top.

The Staff Inter-Watch Relay Challenge Cup : (Not decided at time of going to Press).

The Eastern Bunkerers' Tug-O'-War Cup : Port Mizzen Top.

The Victor Cudorum Cup : Cadet N. J. Spears.

The A.K.G. Hogg 440 Yards (Open) Challenge Cup Cadet M.K. George.

The Burmah-Shell Novices 440 Yards Cup : Cadet C.A. Rodrigues.

Messrs. Shalebhoy Tyebjee & Sons Challenge Cup for 880 Yards : Cadet M.K. George.

A large number of Ex-Cadets took part in the Old Boys' Handicap Race and many of them rigged themselves up in spikes and shorts and waited eagerly for the gun. Leaving the others behind, Ex-Cadet D. Choudhury (1947-49) and S.K. Choudhury (1947-49) were the Winner and Runner-up respectively.

Tuesday, 2nd Dec. _____ President's Gold Medal Selection _____ The Quarter Deck was flagged for one of the most important functions in the Ship, the selection for the award of the President's Gold Medal. The function was presidend over by Shri Pranlal Devkaran Nanjee, President, Indian Merchants' Chamber. About 120 guests were present including a large number of Ex-Cadets. After welcoming the guests the Captain-Superintendent stressed upon the Cadets their great responsibility. He asked them to sink any regard to religion, home-town or community. Pointing to the qualifications required for selection he requested the Chief Officer to read them out from the board on which they were written in letters of gold : "Cheerful submission to superiors, Self-respect, Independent of Character, Kindness and protection to the weak, Readiness to forgive offences, Desire to conciliate the differences of others, Fearless devotion to duty and Unflinching truthfulness". The Captain then read out in alphabetical order the names of the three Cadets chosen by the staff and officers. They were Senior Captains N.K. Kapur, H.J. Martins, J.A.G. Peres da Silva.

After the above named Cadets retired to the 'Poop' the Cadets were 'Fallen In' for Open List Muster and the voti commenced. After the voting the Cadets Marched-Past Shri Pranlal Devkaran Nanjee who took the salute. The Captain-Superintendent then announced the names of the winners _____ Senior Cadet Captain H.J. Martins and runner-up Senior Cadet Captain J.A.G. Peres da Silva. After congratulating the two Cadets, Shri Pranlal Devkaran Nanjee presented the Winner and the Runner-up with silver bars and to the ship he presented a bar of 20 tolas as a memento of his visit. The Captain-Superintendent then thanked the President of the day and invited the guest to the Bridge to witness the Pulling Race for which the Cadets and Ex-Cadets were by then ready.

The following formed the Crews :-

Ex-Cadets	Present Cadets
R. Kumar (Cox).	J.A.G. da Silva (Cox).
S.N. Kapur	R. Rodricks.
D. Choudhury.	S.E. Ezekiel.
M. jaffari.	H.J. Martins.
F. Rabadi.	M.C. Cyriac.
A.P. Tavadia.	S. Sen.

No.2

D.C. Mitter (Cox).	R.R. Iyer (Cox).
G.M. Vakharia.	N.K. Kapur.
B.A. D'Souza.	J.S. Anand.
V.G. Pitre.	H.A. Mirchandani.
H.M. Ghatak.	N.S. Advani.
S.V. Ramchandani.	M.M. Tare.

The present Cadets came in first but as a result of an objection raised due to a collision between the second and third boats the first two re-raced, resulting in a win for the Past Cadets.

Wednesday, 3rd Dec. ____ From 16-00 to 18-00 the Ship was open to Servicemen in Uniform and their families. About 275 visited the Ship.

Past vs. Present Football match. _____ At 16.30 the Cadets landed for match. It was played at the Army Ground in Colaba and resulted in a win for the present Cadets. The teams were well balanced. W.J.D'Souza, the Captain, put in a fine straight shot and the Present Cadets were leading by one goal before half time. Soon after half time the Ex-Cadets brought them to equal level-____ Mr. Sivraman putting in a goal. But within the next ten minutes D. Choudhury, the Captain of the Ex-Cadets' team, gave them a lead over the present Cadets. It appeared that all the hopes of the present Cadets were shattered. However, they played hard and Cadet D'Mello, the outside right, again equalised the score and the game showed a high pitch of interest and excitement with cheers from Ex-Cadets as well as from the Present Cadets. Both the teams were racing for time but the Present Cadets succeeded in scoring another goal which resulted in the victory. Commander Jesudason refereed. Commander C.B. Sethna, I.N. presided and gave away the Past vs. Present Challenge Cup which had been presented by him many years ago. He also gave each player of the winning team a Silver Medal as a Souvenir and presented the other cups for Inter-Class and Inter-Top Football Competitions.

The following represented the teams :-

Ex-Cadets	Present Cadets
D. Choudhury (Capt.)	W.J. D'Souza (Capt.)
M. Jaffari.	R.K. Sinha.
R. Kumar.	S. Sen.
A.P. Tavadia.	S.E. Ezakiel.
H.M. Ghatak.	H.J. Martins.
A.M. D'Souza.	T. Sen.
B.A. D'Souza.	D.K. Sen.
A. Sivaraman	L.B.P. Lobo.
N.K. Pillai.	M.K. George.
Siddique.	A.S. Chatterjee.
C. Burges.	Uberoi.

The following trophies were awarded :-

Past vs. Present Challenge Cup won by the Present Cadets.
The Football Shield for Inter-class Football match won by Senior Class 2.
The Inter-Top Football Shield won by Port Main Top.

Friday, 5th Dec. ____ This was the most eagerly awaited day for which great preparations were made. In the early morning the "Dufferin" was brought alongside Ballard Pier Port Side and a series of rapid arrangements were made. We had also hurried rehearsals. At 15-35 members of the Governing Body arrived on board. The Indian Naval Band was in attendance. At 15-40 Raj Kumari Amrit Kaur, the Union Health Minister, accompanied by Lady Stafford Cripps arrived on board and was received by the Captain-Superintendent. At 15-45 the Prime Minister arrived at Ballard Pier accompanied by the Transport Minister and Chief Minister of Bomaby and was received at the entrance of the Pier by the Chairman, Bombay Port Trust, and the Director-General of Shipping. On arrival on board of the Prime Minister the General Salute was sounded and he was received by the Captain-Superintendent. The Prime Minister was introduced to the members of the Governing Body , the members of the Silver Jubilee Celebration Committee, and Captain Sir Henry Digby-Beste. The Captain-Superintendent then introduced the members of his staff to the Prime Minister. After the inspection of the Cadets the Prime Minister walked down the starboard side where he inspected the Crew and spoke to some of them. The Prime Minister then proceeded to the Lower Bridge for tea with Captain and Mrs. Harvey and the Members of the Governing Body. By this time all the guests were seated in their respective places on Ballard Pier and the Cadets fell in for the March-Past. At 16-15 the Cadets with Dufferin Band Marched Past the Prime Minister who took the salute. It was a performance of which every Cadet in the Ship was proud and they were loudly applauded by the guests who were witnessing the scene. The Prime Minister joined the guests at the Quarter Deck where he presented the new ensign to the Captain-Superintendent. At 16-25 the Governing Body members, Staff and Cadets took their respective seats while the Prime Minister accompanied by the Captain-Superintendent inspected the Ship. He then proceeded to the dais on Ballard Pier.

The Transport Minister who is also the Chairman of the Governing Body presented his address of welcome. He said :

MR. PRIME MINISTER, CADETS OF THE DUFFERIN, LADIES AND GENTLEMEN,

The celebration of the Silver Jubilee of the Dufferin should naturally be a matter of great rejoicing to the Cadets and Officers of the Institution. I am grateful to the Prime Minister that he should have agreed to be present on this important occasion and preside over today's function. I respectfully extend a most hearty welcome to him. I am delighted to see and welcome the other guests present here today, particularly Sir Henry Digby-Beste, who has taken the trouble to come all the way from England to take part in the celebrations.

By accidents of history we have gradually developed the outlook of a land-locked people and it is often forgotten that we are a vast maritime country with a coast-line of roughly 3,500 miles. In early times Indian navigators sailed the high seas and took the merchandise of India far and wide. At present we are paying considerable sums year after year for the shipping services that we get from foreign shipping. From every point of view, therefore, the rapid expansion of Indian shipping is a matter of national concern. Ships need trained personnel to man them. During 25 years of her life the Dufferin has established for herself an enviable record of achievement. her alumni have distinguished themselves not only in the Mercantile Marine but also in the Navy and elsewhere. In the Navy they hold several important posts with distinction. In our national Mercantile Marine they have played an indispensable part. The Dufferin has always imparted a very high standard of training and I am sure the ship will maintain this great tradition and meet the needs of our expanding Navy and Mercantile Marine with the same success as she has done hitherto. It goes without saying that it is Government's intention to retain the ship in commission as long as possible.

The system of instruction on the training ship was reorganised from February 1949. Today, boys are admitted to the ship at a more advanced stage of their education, that is, after they have passed the Matriculation Examination or its equivalent, and they are given a two-year course of instruction. The boys who are passing out this month will be the third batch to complete their training under the new system which has, I think, proved a success.

I wish the Dufferin many many years of useful service.

I shall now call upon the Captain-Superintendent to present his Annual Report.

Captain Harvey then read extracts from his Report. He said :

MR. NEHRU, MR. CHAIRMAN AND MEMEBERS OF THE GOVERNING BODY, LADIES AND GENTLEMEN :

It is with pleasure that I have the honour to present the Annual Report of the "Dufferin" on the occasion of the Celebrations of her twenty-fifth year as a Training Ship.

2. CADETS _____ Since her inception on 1st December 1927, 1,164 Cadets have joined the Ship; of these 95 are still in training and on 18th December 1952, the Senior Class of 45 Cadets will be passing out on completion of their training.

Organisation _____ A word on the organisation of the Ship will be of interest. The Cadets are divided into two Watches, Port and Starboard, each Watch is divided into three Tops; Fore Top, Main Top and Mizzen Top, which are sub-divided into two Parts. The Senior and Junior Cadets are spread equally among the six Tops irrespective of religion or part of the country from which they hail. There are at present 95 Cadets on board, so each Top consists of approximately 16 Cadets. A Top is allotted a part of the Ship and a boat and is responsible for its cleanliness and general maintenance. For instance, the Port Mizzen Top is responsible for the Upper Deck around which you saw the Cadets marching. They scrub down and holystone the deck, clean the brass work and wash and paint the superstructure. The Cadets in each Top work, play and mess together and enter for all Competitions as a Top whether it be for games, sailing or boxing, and as such a sense of esprit de corps is introduced. With a few exceptions all Trophies in the Ship are awarded to a Top rather than to an individual Cadet.

In charge of each Top is a Senior Cadet Captain assisted by a Cadet Captain and a Leading Cadet who are in charge of the two Parts of the Top. All Senior Cadets who show aptitude for leadership are given an opportunity to act as Cadet Captains which instils into them and helps to cultivate a sense of leadership.

The Cadet Captains are responsible to the officers for the welfare and smartness of the Cadets in their Top. All Cadets in the Top are made to feel personally responsible for the appearance of their part of the Ship and for the position of their Top in Competitions vis-a-vis the other Tops, and are in fact like a small ship's company within the ship running under their own Cadet Officers and Cadet Captain.

All minor cases of breaches of discipline are reported by the Cadet Captains to a Court of Honour consisting of three Senior Cadet Captains with a Junior Cadet as Secretary. The cases are carefully investigated and a verdict is arrived at. If found guilty, Cadets are given extra gangway duty or perhaps extra maintenance work about the ship. Any Cadet may appeal to the Chief Officer against the Court of Honour's decision if he so desires. All cases are carefully entered into a register which is regularly inspected by the Officers and myself.

This system of organisation has worked extremely well and is largely responsible for the general efficiency, cleanliness and discipline on board, and it has helped Cadets to appreciate one another as individuals and as shipmates without consideration of religion, domicile and other factors. This is borne out by the names of past Winners of the Viceroy's and President's Gold Medal, the final selection for which are made by the Cadets themselves. The list of names of the Winners and Runners-up are shown on board on the Quarter Deck and it will be observed that these names include Hindus, Muslims, Christians, Buddhists and Sikhs hailing from Burma, Pakistan and India.

Entry Applications _____ The number of Candidates registered for entry in February 1953 was 267 which is the highest number we have ever had. Of these 246 actually appeared at the Qualifying Examination held in Bombay, Calcutta, Delhi, Lucknow, Madras, Nagpur and Patna. It is anticipated that 52 will be selected for entry in February 1953, including two Cadets from Ceylon.

Navy Class _____ Six Cadets were selected to form a Special Coaching Class of whom 3 actually appeared for the Union Public Service Commission Examination. The results have not yet been received. Two vacancies to the Commissioned Rank of the Indian navy were offered to the "Dufferin" this year.

3. EX-CADETS :-

In brief, according to reports received, the position as on 1st October this year, shows that 400 Ex-Cadets were in the Merchant Navy, 184 in Ancillary Services, 107 in the Navy while the Army, Police and Civil Air Lines number a further 36 Ex-Cadets among their staff. Because definite information had not been received regarding their employment, 140 other Ex-Cadets are shown under "Position not known", but undoubtedly many of them are at sea. The figures include Indian, Pakistan, Burma and Ceylon Cadets.

A number of Ex-Cadets have reached the top of their profession in the Navy of Supply and the Navy of Defence. There are now 5 with their Extra Masters Certificate and 6 with their Extra Chief Engineers' Certificates, 6 Captains in the Indian Navy, 9 are in command in the Merchant Navy, 4 Chief Engineers in the Merchant Navy while four are Marine Superintendents and one Engineer Superintendent.

It is with much pleasure that I report that Ex-Cadet Shri S. Kasthuri ("Dufferin" 1936-38), obtained the highest marks in the United Kingdom during 1951 at the Extra First Class Engineers' Examination. In recognition of this he was awarded a Certificate and a cheque for £50 by the Navigator and Engineer Officers' Union and a Silver Medal by the Institute of Marine Engineers, London.

It is also a pleasure to announce that Shri T.K.T. Srisailam (Dufferin 1934-36), and Shri V.R. Rajagopal (Dufferin 1937-39) have obtained their Extra Chief Engineer's Certificates of Competency and Shri C. Sankunni (Dufferin 1929-31) obtained his Extra Master's Certificate in the United Kingdom during the year.

Captain R.D. Katari, I.N. (Dufferin 1927-30) has been selected for one of the two vacancies India has been allotted, for the next Imperial Defence College Course commencing in January 1953 in the United Kingdom.

We were pleased to welcome as a Member of the Governing Body, an Ex-Cadet, Captain R.D. Katari, I.N., who was selected by the Ex-Cadets to represent them.

I am sure everyone will agree that the Staff of the ship, both past and present, can look with justifiable pride on the achievements of the Ex-Cadets and we can

say with all confidence that the "Dufferin" has fully justified herself.

The Silver Jubilee Celebrations have been the means of bringing together Cadets who left the ship many years ago and of whom we had temporarily lost trace and teams of Past Cadets and the Present have competed together in Sailing, Pulling, Hockey, Football and Cricket. It has brought about a reunion of many old friends and to a great extent we can thank Sir Henry Digby-Beste for this happy state of affairs.

I have just received a telegram from the "Dufferin" Old Cadets' Association in Pakistan which reads as follows:-

ON THE AUSPICIOUS OCCASION OF THE SILVER JUBILEE ALL EXCADETS IN PAKISTAN SEND THEIR HEARTIEST CONGRATULATIONS TO SIR HENRY DIGBY BESTE, PAST AND PRESENT CADETS, THE CAPTAIN SUPERINTENDENT STAFF AND CREW ON COMPLETION OF A QUARTER CENTURY OF MOST USEFUL SERVICE AND CONVEY BEST WISHES FOR YOUR CONTINUOUS SUCCESS AND GREATER GLORY STOP WE ALL RECALL WITH AFFECTION AND PRIDE OUR HAPPY ASSOCIATION WITH OUR ALMA MATER.

DOCA PAKISTAN".

We hope this happy state of comradeship between the Past and Present will continue through the years.

4. STAFF : ____ It is customary to report annually the changes that have occurred among Officers, Lecturers and the Office Staff during the year under review. I would like to take this opportunity of saying a word of appreciation of the Members of the Staff who have not previously appeared under this heading. I refer to the Seamen, Stokers and Stewards, who together with other members of the Staff, have served the Ship faithfully for a long time. There are 4 with twenty-five years' service, 18 with twenty years' service and another 18 with service of ten years and over.

The smoothness of running, efficiency and happiness in a ship depend very largely on the way these men carry out their duties. The "Dufferin" is singularly fortunate in having such a good and worthy crew.

During the year I had the pleasure of presenting to the Crew 84 medals awarded in recognition of their services in the Navy during the recent war.

5. ACADEMIC TRAINING:____ During the year under review, the general standard of training has been maintained but it is considered desirable to revise the Mathematics syllabus in order to ensure that all cadets have a thorough knowledge of elementary Mathematics since this is very necessary for them professionally. It has been found from experience that although all Cadets are required to attain the matriculation standard before taking the Ship's entrance examination, the knowledge that many of them possess of this subject is often only superficial.

A proper co-ordination between the Vocational and Academic studies is under constant review by the syllabus committees which have been formed in all branches.

Literary Meetings: ____ These meetings consist of Elocution, Debates and Story-Telling Competitions and are held each term. With effect from this term they have been run on an Inter-Top basis to bring them into line with other competitions. The general standard is good though in some cases there is room for improvement in pronunciation particularly in the case of the Junior Cadets. With a view to getting as many Cadets as possible to compete and speak before an audience, the original rules for Elocution Competitions were revised. During the first term of the year the Tops are represented by Senior, and during the second term, by Junior Cadets. Two Cadets represent their Top in each competition and as there are three competitions a term this means that 12 Cadets from each Top will have an opportunity to address a full audience, during the year.

General Knowledge and Current Affairs: ____ One period a week is devoted to a discussion on Current Affairs and General Knowledge. The Cadets show keen interest in this subject which forms a part of the Academic Group. Bi-terminal tests are held and include Intelligence, Memory and Observation Tests, in which the time factor is taken into consideration. These short tests help to sharpen intelligence and encourage quick thinking and the power of observation.

6. VOCATIONAL TRAINING: ____ Satisfactory progress has been made during the year. With the installation of the Gravity Davits, Gyro Compass and the Sea Visa it has been possible to give Cadets training in the practical use of these instruments, thus keeping up-to-date with modern developments as an increasing number of Merchant Vessels are being fitted with these instruments.

The lifeboat which is equipped to Ministry of Transport requirements has been found most useful and it is now possible to train the Cadets in the use of both radial and gravity davits.

Theoretical instruction in the use of Radar is being imparted to the Cadets and it is hoped that it will be possible in the not very distant future to have a radar set installed and to give practical instruction as well.

A Cinema Hall has been constructed, and is used during class hours for exhibiting instructional films and film strips. A vocational film library is slowly being builtup and will be available for the benefit of all the Merchant Navy Training Establishments in India.

Electronic Aids : ____ The old Ship's Office on the Upper Deck has been set aside as a compartment to house the electronic aids in the Ship namely the Gyro Compass, Echo Sounding Machine and Direction Finder and there is also room in this compartment for a Radar Set. The housing of these instruments in one compartment shows a Cadet that by their use he can find the Ship's position, course, depth of water and when Radar is fitted, locate the position of land and ships in the vicinity without leaving the compartment, but it is however impressed on his mind that these instruments are primarily aids to Navigation and not to be considered as infallible.

7. SAILING AND PULLING : ____ There is marked improvement in the standard of sailing and pulling as compared with last year. This is due to the Cadets getting more practice, which was possible as the number under training is now only 95 instead of 112 last year.

The races for Ship's Boats held at the Royal Bombay Yacht Club and the Bombay Sailing Association Regattas are much appreciated and the "Dufferin" continues to enter as many boats as possible. It is gratifying to report that "Dufferin" Boats have always done well in these Regattas.

Besides the usual Inter-Top Sailing and Pulling Competitions in both Cutters and Whalers and Inter-Class Sailing Races, this year marks the inauguration of Pulling and Sailing Races against the Ex-Cadets. A number of Ex-Cadets have come aboard during the term and taken boats out for sailing and pulling. We were very pleased to welcome them.

9. VISITS TO SHIPS : ____ A number of visits were made by the Senior Cadets to ships during the year, and we are grateful to the Companies concerned and to the Masters of the Ships and their Officers for help and assistance in showing the Cadets around.

The following visits were made :-

To R.M.S. "Caronia" during her visit to Bombay while on a World Cruise.

To several Naval Ships in February and March during the "Dufferin" Cadets' Defence Course.

To two Tankers while they were going alongside and leaving from their berth at Pir Pau. We are greatful to Mr. Aga, an Ex-Cadet and now a Bombay Pilot, for having arranged for these visits.

To the Cable ship "Recorder".

To a Suction and Bucket Dredger.

To M.S. "Barenfels" a heavy weight carrier discharging locomotives.

To M.S. "Orna" while in Dry Dock, undergoing extensive hull repairs.

To S.S. "Jalarajendra" while discharging and loading Cargo.

In addition to these visits all Cadets were on board "Dufferin" while she moved into Dock in May and thus had first-hand experience of handling hawsers and making fast tugs and seeing how a ship with no power or steering is handled.

10. "DUFFERIN" DEFENCE COURSE : _____ This Course was introduced in February 1952. The Cadets undergo this Course during the third term of training. The course occupies 10 days and is organised by the Indian Navy. It consists primarily of parade training, rifle and gun drill and lectures in Elementary Gunnery which will be of value to Cadets serving in defensively equipped Merchant Ships.

11. GAMES AND SPORTS : _____ On account of the crowded programme of activities in the Ship it is not possible for the Cadets to take part in many outside Tournaments, but there are numerous competitions within the Ship which are more convenient to us as we can suit the time of the games to our own convenience. It may be mentioned that all Cadets play a reasonably good name of Hockey, Football and Volleyball in addition to other sports such as Boxing, Sailing and Rowing.

Hockey : _____ In the tournament for the Mercantile Marine Trainees for the Stevenson Cup the First XI Maintained a high standard and reached the finals when they were defeated by an experienced team from the Naval Dockyard.

In conclusion, I beg to thank you, Sir, on behalf of the Ship's Company, Cadets, Staff and myself for consenting to visit the Ship and distribute the prizes. The trouble that you have taken to do so shows the interest you have in this institution and, I need hardly say, that your visit will inspire every one of us to even greater efforts in the future.

This over, Shri M.A. Master, Chairman of the Silver Jubilee Committee of the Governing Body of the Ship presented the following address :-

MR. PRIME MINISTER, CAPTAIN, SIR HENRY DIGBY-BESTE, LADIES AND GENTLEMEN.

On behalf of the Dufferin Silver Jubilee Celebration Committee, it gives me great pleasure to extend to you a very warm and cordial welcome in our midst on this memorable day in the annals of Training Ship "Dufferin". We are indeed grateful to you for so readily agreeing to grace this occasion by your inspiring presence and to preside over this historic occasion.

The Training Ship completed twenty-five years of existence on the first day of this month. Amongst the many institutions which have helped and developed the nation-building activities in this country, the Training Ship "DUFFERIN" has played a prominent part. An maritime and well trained sea-going personnel is essential for building up and developing the maritime economy and sea-power of India. It is, therefore, a matter of some satisfaction to us that over 250 ex-DUFFERIN cadets are serving today as officers in the navy of supply and the navy of defence and over 150 officers hold reponsible positions in the Mercantile Marine Department of the Government, or pilotage, and other maritime services of the country. We are conscious of the long and arduous path which we have yet to tread, to build up a merchant navy commensurate with our economic requirements and a navy of defence so vital for the security of our country. We shall require a much larger sea personnel for fulfilling the basic needs of an independent maritime power. It will, however, I hope, be agreed that we have made a welcome beginning in this direction and now that we have achieved our political freedom, we hope to play a still more active and responsible role in training the personnel necessary to sustain our maritime strength.

INDIAN SHIPPING : _____ India owns only 100 small and large ships today. This represents in gross register tonnage a little over 400,000 tons. After a ceaseless struggle for over half a century, Indian shipping has only just begun to come into its own. We are grateful to our Government for having accepted a dynamic national shipping policy to further the speedy growth of national shipping. As an earnest of its active interest, the Government have placed before the country the target of acquiring two million tons of shipping in the next few years. Incidentally, I may be allowed to mention, Mr. Prime Minister, that our target tonnage will still be less than the tonnage owned by a single important group in the United Kingdom, viz. the P. & O. Our target, therefore, is neither unduly ambitious nor unattainable. When we consider the very rapid progress which comparatively smaller maritime nations have achieved in building up their merchant marines, when we realise the painful contrast between the tonnage which we need even for our basic needs of trade and security and the tonnage we have, when we find that we are compelled to pay an annual toll of nearly fifty crores of rupees by way of freight to foreign flags on one single commodity alone of our imports, viz. foodgrains, or when we consider it our bounden duty to save our foreign exchange, the target appears to be no more than the first step. The target in tonnage automatically sets the target of trained personnel. We will need at least 2,000 officers to man this tonnage. One single training ship may not be able to train this large number of officers. With the development of Indian tonnage, we shall, therefore, be soon called upon to establish another training institution. We fondly cherish the hope that it will be our good fortune to request you, Mr. Prime Minister, at no distant date, to lay the foundation of another training institution.

SECOND LINE OF DEFENCE : _____ The merchant navy has always been regarded in all maritime countries as a second line of defence. The responsibility of transporting millions of men in safety and vast masses of munitions and materials, was discharged during the last World War, by the merchant navies of the Allies. The merchant navies played a magnificent part in ultimate victory. Even the few Indian merchant ships, then available played a creditable part in that emergency.

This role of the merchant navy as a second line of defence has brought to the fore a very important new development for training institutions like the "DUFFERIN". I am referring, Sir, to the great importance which is now being attached in the United States of America and the United Kingdom, in providing opportunities and facilities for the cadets and officers of the merchant marine coming together, working together, and living together, with cadets

and officers of the navy of defence. Such opportunities assist them in realising each other's difficulties and problems with greater understanding and fuller appreciation. The camaraderie born of such association enables the officers of both navies to strive for a common goal in a spirit of intelligent co-operation and fruitful harmony.

CONTRIBUTION TO NAVY :_____ We have always regarded the Indian Navy as the legitimate field for young DUFFERIN cadets for serving their country and for fulfilling their aspirations. We are proud to find that 41 DUFFERIN cadets have received direct entry into what is now the Indian Navy. It will be interesting to note, Mr. Prime Minister, that in the United States of America, sea cruises are arranged for the cadets --- both of the navy of supply and of the navy of defence --- to enable them to be together for some weeks at least. Arrangements are made in the United Kingdom also for officers of the merchant navy to serve on naval ships. Experience has shown that such opportunities for living and working together have borne very happy results. May I, Mr. Prime Minister, therefore, make an earnest appeal to you, now that the naval cadets have their own institutions in the country, that you will be pleased to take necessary steps for providing frequent and useful opportunities to cadets and officers of both the navies to come together and thus further a most desirable development in the maritime history of India ?

BRITISH TRADITION : _____ Associations of merchant navy officers in important countries like the United Kingdom are not only honoured by distinguished men of their land, but they have the good fortune to receive the patronage and inspiration even from their King. Who does not know the high esteem in which England holds the Honourable Company of Master Mariners ? The King graces their meetings by his presence and accepts with pride the exalted position of the Admiral of that great Company. I am fully conscious, Mr. Prime Minister of our limitations. We have yet to build up traditions which have brought honour and prestige to the Honourable Company of Master Mariners in the United Kingdom. I venture, however, to submit, Mr. Prime Minister, that the time has come when we should lay the foundations of such an institution in this country. May I, therefore, make an earnest request to you, that you may be pleased to give your sympathetic consideration to the suggestion which I have just placed before you ?

The consciousnes that the highest in the land take interest in our work, appreciate the magnitude of our task and actively associate themselves with our achievements will always be a source of inspiration and strength in enabling us to discharge our increasing responsibilities satisfactorily and to persevere in the pursuit of our goal.

SHIPOWNERS' CO-OPERATION : _____ I am happy to tell you, Mr. Prime Minister, that in order to mark their appreciation of the great services which this institution has rendered to them in providing a sea personnel the Indian National Steam-Ship Owners' Association have decided to bear the cost of schooling, training and providing facilities for sea time to the sons of the Indian seafarers. This will further cement the existing happy relations between the Indian Shipowners and the Indian seafarers. The British India Steam Navigation Company has promised to give to the ship a sectional model of a cargo vessel which will enable the cadets to study the construction of a ship. The Eastern Shipping Corporation which is the result of a joint economy of the State and private enterprise has decided to provide funds for two prizes to be awarded in the name of the Company to the ex-DUFFERIN boys securing top places in Second Mate * Examinations conducted by the Ministry of Transport. We are grateful to all of them for this their generous gesture and goodwill as a mark of appreciation of the work which the Training Ship has done for them during the last quarter of a century.

I have now great pleasure, Mr. Prime Minister, in requesting you to unveil the Silver Plaque which is to commemorate your visit to the Ship on this memorable day and to give us your message, so that we may look forward to celebrate our Golden Jubilee with a record of greater service to our country and to the greater glory of our Institution.

* Certificate and 'Master's' Certificate.

The Prime Minister then stood up amidst a roar of applause and unveiled the Commemoration Plaque. Turning towards the guests who numbered about 2,000, he broke the silence by jocularly saying that he was a few minutes ahead of schedule. He said that in an assembly such as this it was difficult for him to decide whether he should speak in Hindi or in English. However after speaking in Hindi for about ten minutes the Prime Minister addressed the gathering in English and said :

I am very happy to be present here today at the Silver Jubile Celebrations of this good ship "Dufferin". I had heard a lot about it, but I had not seen it or its cadets. So, when the invitation came to me from my old friend and colleague, the Transport Minister, I gladly seized it, and am making now the first acquaintance with this ship which, I suppose, as ships go, might not be considered in its early youth. (Laughter) Nevertheless, looking at the old Lady, she has stayed remarkably young (Laughter) and fit. I have no doubt she has many years of good service and good looks before her. (Laughter).

So, I have seen the Dufferin and I have met also many of the people who have made the Dufferin, more especially, Sir Henry Digby-Beste, about whom you have heard so much (applause) and we are very happy to have him here.

But, to be quite frank with you, my chief interest has been in the young cadets, and not in these very respectable and respected audience here (Laughter). Because, after all, all this show and the "Dufferin" are meant to produce trained young men for service of a particular kind. It is to be judged ultimately by these trained young men which it produces. I am interested in this training of young men and women in India because, after all, the future of the country depends upon the quality of young men and women that we produce. I should like of course the quality of all the people of this country, to go up, and I hope it will go up, but naturally the quality of millions and millions does not go up quickly. It goes up slowly. But we have to produce higher quality, and, so far as we can, in a relatively selected people. The more they are the better. After all, a nation is judged and goes ahead because of the quality it possesses and not so much, or not at all, because of the numbers. So, I am interested in the young men and young women of this country and in the still younger generation of children of this country who will come next in order. So, I have looked with some care and great interest on the cadets who are likely to pass out soon or who have been trained in this ship. Obviously, in a short visit you will not expect me to say very much about them. But not only from the accounts I have heard, not only from the experience I have had elsewhere, of the cadets who have gone out of the Dufferin, but also from the general look of the young men here. I feel gratified and pleased --- and I am not saying that just to please people --- that kind of expression of opinion would have little value, but because I sense, and if I may say so with all respect, I have deveioped from a great deal of coming into contact with millions of people in this country a sense of making myself receptive to impressions, and I sense things about people and groups, which perhaps others with a little less experience might not. So, if I sense something it has some meaning for me. I am glad to have seen here these bright young faces, and I felt that they had some good stuff and some good quality in them and that when they go out after their training they will do good work for this country.

Now, a good deal has been said about the development of the Mercantile Marine. Well, it is patent that a country like India must have a sufficiently developed mercantile marine. It should have a greater and bigger Navy. Today, we have a Baby Navy. Although a very good Navy, still it is a Baby Navy. Not that we want to form our Army or our Navy or our Air Force in terms of war and aggression. We are constituted differently and we do not think in those terms. Nevertheless, I am quite convinced that we should maintain an efficient Navy and a good Navy for a variety of reasons quite apart from war. But in any event, a mercantile navy for this country is quite essential. It does not require any argument. The only possible argument that one can advance is in relation to the pace of its growth. I entirely agree with Mr. Master that even the targets that we have laid down are not very far-reaching. The difficulty is that when a vast country like India has to go ahead and we want it to go ahead, it cannot go ahead in just one line of activity. We have to take it up all over the place. Each person who is interested in a particular department of life or line of activity naturally is anxious that it should go ahead, but even if that goes ahead something else pulls it back unless something else also goes ahead with it. Now, we have to start in India certainly not from scratch, but nevertheless, we have to start at a fairly low level like many nations, and therefore the initial stages of growth are not likely to be so showy as I hope they might be later. Always the question comes, as to whether we should do showy things today or things that give satisfaction today or whether we should build up some foundation on which we can build more rapidly tomorrow. With every country it happens. Now, tomorrow normally should be more important than today. We cannot ignore today, we cannot sacrifice today, but tomorrow is more important. Therefore, sometimes one has to do things which are not so apparent on the surface of it, because they happen to be concerned with laying of foundations of a nation's growth. If the foundations are sound you can progress more rapidly later.

Now, we have tried to consider this problem in some perspective, with such vision as we might be endowed with, and without forgetting today we have thought a little more of tomorrows that are to come. In a few days time you will probably see the report of the Planning Commission. I hope it will be out in a very short time--- within this week or next week. And, I hope that a little later that report will be available for wide circulation and distribution in various languages not only as a full report but summaries, etc. of it both in popular language and in rather heavier language. I invite your attention to that report, not considering it as the final word on any subject, because there is no finality about such matters, but nevertheless, as something which is the result of two years' very hard labour, and not only hard labour of those who are concerned with it but of consultation on a colossal scale with all kinds of interests, viewpoints and the rest in India. Ultimately, it comes out as not the report of the six or seven or eight persons who have signed it, but rather the result of the joint consultations with vast numbers of people in the country, of various shades, groups, views and parties and whatever it is. It comes out a year after the draft report was produced, and the draft report in its broad outline has been discussed during the past year tremendously all over, criticized, condemned and praised. So we have had the benefit of this tremendous consideration of this problem, and the report may be said to be the outcome of the democratic process worked in its fullest extent, and I want you to consider that report when it comes out, not merely in any chapter in which you are interested but just to see the scope of the problem, this tremendous problem, this magnificent problem of building up of India. And I want you to be seized with this picture of India in all its manifold variety and what we have to do with it, and then try to think of the particular problem with which you are concerned in that set-up. You cannot separate it. If you do it, it becomes lopsided. The growth of a country cannot go in a lopsided way. Keep that whole picture before you, then criticize it by all means; but keep that before you, because, above all, we have to develop in this matter as in other matters an all-India outlook. Well, I hope this all-India out-look will gradually be considered in relation to what I would call the world outlook. but for the moment leave that out. We are all, forgive me saying so, very parochial, very interested in narrow areas, narrow subjects forgetting the larger problem. Until we get over that parochial outlook we are not likely to think of big things in a big way.

Now in the few words I said in Hindi, I referred to something that has intrigued me greatly. Because, I have sought to understand the past history of India, not just as a matter of curiosity but in order to learn something from it, in order to find out what were the sources of strength and what were the causes of our weakness- both were there undoubtedly. There is greatness, exalted greatness, and there are also great depths of our fall. Unless we understand that and unless we avoid the pitfalls and the dangers that have in the past made us stumble, you might stumble again. I am amazed that today so many people in our country still think and talk exactly in the terms of the bygone age, and, if they have their way, they would tread the same path which led to disaster in the past. Therefore, we have to be clear in our minds, and in this, looking back over the history of India, you find roughly for a thousand years or more a great deal of shrinking of the creative ability of India. Now, this country had originally the finest creative minds that any nation or people have possessed. It amazes me still---the explosiveness of that creative mind. And when you have a creative mind it comes out in hundreds of ways---in arts, culture, literature and other activities whatever it is, because the creative mind is essentially an adventurous mind. The history of India is full of spirit of adventure --- people going out of India, carrying arts, culture and ways of life all over South-East Asia, Western Asia and all over the place. Suddenly, we come to a period when our mind becomes locked up, we might say. We do not go outside India. We are frightened of going out. Our customes tell us "do not go out, you lose your caste, religion or something". We develop an extraordinary narrow mentality in which it is more important as to whom we touch and what we eat and who we eat with. Naturally, if a greater part of our energy is spent in thinking what we eat and what we do not eat, who we eat with and who we touch and who we do not touch, not much time and energy is left for anything else. Now, it is an astonishing thing. Here is this country, which spread out its culture and all manner of things all over Asia, suddenly shrinking into its shell like this, becoming narrow-minded and losing its creativeness. You can see this in your sculpture. Where is your great sculpture? There is no great sculpture in the last 200 years. It is all hundreds of years old. Even the sculpture that comes is repetitive and it is not noble. It may be a very fine work, but there is not nobility of design. See Elephanta here. The moment you look at it you see the power of it, the imposing power of it and the mind which created those images there. They were geniuses of thought and creativeness. See our old literature, the magnificence and the power of the words, and see what followed. The creative capacity of the Indian mind you can see it going down. Why, it is a different matter. Anyhow, we have to recapture that. It is not good remaining in that shell any longer. We have got to build up India, and not build it up merely as the Five-Year Plan may say---that of course we have got to do---but what is more important is to develop that creativeness of spirit and mind, that adventurousness, that during which looks up to the skies and to the tip of heaven. I mean that this is the kind of thing that we want---that our ancestors had---and that above all does not create barriers between one person and another, one province and another, one caste and another, and one religion and another. These are all things of a bygone age. We must do away with this narrow-mindedness. So, if you have got to do these big things, we have got to be big in mind. It does not matter what your job is in life. Whether in this ship Dufferin you are a Captain or a cadet or a crew

or a cook or the carpenter, it does not matter. Each one of these jobs is worthwhile and important and honourable. It is a completely wrong conception that a gentlemen who sits in an office in Bombay is a more honourable man than the good carpenter who does good work in your ship (applause). I think one of the major things you have got to do in India is to realise the dignity of manual labour. So, now I want all of us, more especially the young amongst us, to appreciate this ambition, this creativeness, and develop it.

Then I come to the sea and the mountains, because, may be, I am partial to both, because the sea and the mountains develop a vision even more than great plains etc. In the mountains, you have a sense of space; in the sea you have a sense of space, you have a sense of infinity to some extent. There are no barriers in the sea; there are no roadways ; the whole sea is your roadway. Go where you like. Sea is a means of communication ; it joins ; it does not separate. You can look at it as you like. You can look at it as something that joins ; or you can look at it as something that separates. Now, India of course, with its vast coastline is a country which should have traffic in the sea as it had in the past. Sometimes I say figuratively- because it pleases me to think so-that India is a child and Irdia's parentage are the mountains and the sea, the Himalayas and the great sea that embraces her. We should think more of these mountains and the sea, understand it, make friends with it, know about it and not be afraid of it. Develop therefore seafaring habits, trained habits, whether it is navy or mercantile marire. That is essential, apart from the obvious advantage, of which Mr. Master will no doubt tell you better than I can, but from the point of view of developing that spirit of daring adventure and of taking risk and not looking forward to a life of hundred per cent security. Nothing is worse than hundred per cent security business ! (applause) especially for young men and women.

So, young cadets, I hope you have chosen a life which will have close communion with the sea and you will hear the call of the sea, you will have the smell of the sea and you will feel the lure of the sea and so, if your eyes and ears are open, you would profit by it. I hope you will think of the adventure of the sea and you will think of all these in connection with the tremendous task that all of us have in this country-- the magnificent task of building up a new India. And you and I and all of us will bit by bit and stone by stone build up this magnificent structure.

I wish you well. Thank you. (Applause).

On the conclusion of the Prime Minister's speech there was prolonged applause and he was about to return to his seat when he was requested by a member of the Dufferin Old Cadets' Association to make a presentation to the Captain-Superintendent, which he did during renewed applause. It was a handsome leather-bound silver-embosed volume containing 25 pages inscribed with the names of the Staff and Cadets who had passed through the Ship year by year during the past 25 years. Senior Cadet Captain Martins, the winner of the President's Gold Medal, then presented to the Prime Minister a leather-bound copy of the Ship's Magazine, on behalf of the Staff and Cadets, to commemorate his visit to the "Dufferin" after which Senior Cadet Captain Martins called for three cheers for Pandit Nehru which was heartily responded to. The Cadets then sung the National Anthem.

As the Prime Minister left the dais he shook hands with Sir Henry Digby-Beste and Captain Harvey and congratulated them on all that the Ship had done for India. He then left Ballard Pier.

After the Prime Minister's departure about 900 guests went round the Ship. All the Honours Boards and framed portraits had been specially floodlit for the occasion.

Saturday, 6th Dec. ____ The Ship was open to the public from 10-00 to 18-00 and about 8,000 visitors came aboard, the queue extended from the Dufferin's gangway at Ballard Pier about four persons deep upto the Grand Hotel. In the afternoon there was a Hockey Match at B.P.H.A. Ground between the Past and Present Cadets at which Captain A. Chakravarti, I.N., President, D.O.C.A., presided. He presented a cup to be known as the 'Dufferin Silver Jubilee Hockey Cup to be competed for annually.

The following represented the teams: ----

Past Cadets	Present Cadets
M. Jafferi (Capt.)	J.S. Anand (Capt.)
M.L. Azevedo	H.J. Martins
D. Chowdhury	W.J. D'Souza
C. Burges	N.K. Kapur
M.A. Siddique	R.J. Salcanha
N.K. Pillai	M.A. Jaffari
G. Srinivasan	J.S. Uberoi
R. Kumar	N.J. Spears
B.D'Souza	R.K. Chibba
V. Patankar	J.D. D'Mello
S.V. Ramchandani	L.B.P. Lobo.

The game was well contested but the 'Present' proved inferior to the 'Veterans' in their positional play and clever distribution and they stole the honour by scoring a solitary goal.

The following trophies were then presented by Captain A. Chakravarti:-
The 'Dufferin' Silver Jubilee Hockey Cup won by Past Cadets:
The Hockey Shield for Inter-Class Tournament won by Senior Class 2 ; and
The Inter-top Hockey Shield won by Starboard Mizzen Top.

Sunday, 7th Dec. __ The Ship was open to the public from 10-00 to 12-00 hrs. and 14-00 to 16-00 hrs. At 16-00 there were still several thousands in the queue, so visitors were allowed on board for half an hour more when they had to go away diappointed as it was necessary to have the ship clear to arrange for the next function.

The Cricket XI with other Cadets as spectators landed for a full day Cricket match against the Past Cadets at the B.P.T. Ground on the Oval which resulted in a win for the Present Cadets. Sir Henry Digby-Beste presided. A Challenge Cup was presented by Captain R.D. Katari, I.N., representative of the Dufferin Old Cadets' Association on the Governing Body, to be competed for annually. The following is an extract from the score book:-

Ex-Cadets		Present Cadets	
1. Barua b. D'Mello	4	1. Spears c. Pillai b. Choudhary	6
2. Chaudhury b. Mukerjee	47	2. D'Souza, W.J.c.I. Singh b. Aga	0
3. Aga c. D'Mello b. Ambegaokar	14	3. Pandit b. Choudhary	5
4. Ramchandani c. Saldanha b. D'Mello	20	4. D'Mello b. Choudhary	0
5. Inderjit Singh l.b.w. Pandit	0	5. Ambegaokar retired	53
6. Pillai b. Ambegaokar	2	6. Pratap Singh c. and b. Choudhary	8
7. Parthasarathy c. and b. D'Mello	0	7. Mukerjee b. Choudhary	0
8. Savoor c. and b. D'Mello	11	8. Satyanandam c. 8. Savoor b. Aga	32
9. Vakharia b. Ambegaokar	0	9. Saldanha b. Aga	9
10. Dastoor b. D'Mello	3	10. Sen S.b. Aga	4
11. Kulkarni b. Ambegaokar	9	11. Ezekiel c. Aga b. Choudhary	1
12. Rawal not out	0	12. Martins not out	2
Extras	3	Extras	13
Total	113	Total	132

Fall of wickets:

1 for 14, 2 for 39, 3 for 73, 4 for 74 5 for 89, 6 for 89, 7 for 89, 8 for 89, for 101, 10 for 112 and 11 for 113.

Bowling Analysis :

	O	M	W	R
Ambegaokar	14	2	4	44
D'Mello	14	0	5	46
Pandit	5	0	1	13
Satyanandan	1	0	0	3
Mukherjee	3	1	1	5

Fall of wickets:

1 for 3, 2 for 14, 3 for 15, 4 for 15, 5 for 27, 6 for 27, 7 for 32, 8 for 117, 9 for 119, 10 for 126,and 11 for 132.

Bowling Analysis:

	O	M	W	R
Choudhary	23	5	6	44
Aga	21	4	4	38
Barua	1	0	0	9
Parthasarathy	2	0	0	15
Ramchandani	2	0	0	5
Savoor	2	0	0	15

Sir Henry Digby-Beste gave away the Dufferin Silver Jubilee Cricket Cup which was won by the Present Cadets and the Inter-Top Volley Ball Cup which was won by the starboard Fore Top.

On the evening of the 7th December the Dufferin silver Jubilee Celebrations came to an end with the Captain Superintendent's "At Home" to Past Cadets and their wives. About 250 persons were present. The function commenced with an exhibition of the Dufferin Film "Sailors of tomorrow" which was of great interest to Past Cadets. This was followed by a display of Indian Dancing comprising Folk Dances, a Naga Dance and a scene from the Ramayana performed by the members of the "New Stage". We are very grateful to Shri M.A. Master, the oldest Member of the Governing Body, for having made the performance possible. The Dance Band of I.N.S. "Delhi" which was in attendance then played a few dance tunes. Then followed the ceremony of the Dufferin Birthday Cake A 50 lb. cake, in the shape of the "Dufferin", made by the Ship's cooks was placed on a table in the middle of the Dance Floor on the Boat Deck. An effort was made to light the 25 candles which proved rather difficult on account of the breeze. Senior Cadet Captain Martins-- the winner of the President's Gold Medal--- then stepped forward amidst applause and proceeded to cut the Cake, the wind having blown out the candles for him. Unfortunately due to the Rationing Rules in force it was not possible to hand the cake around to the Guests, so the cake was kept for the Cadets to eat later.

Cadets Spears, Martins and D'Mello played a few dance tunes on their instruments which was followed by a Comic Skit by Cadet Captain Sinha. The Guests were then entertained to light refreshments.

The Captain-Superintendent addressing the guests said how much he and members of the Staff appreciated having had the opportunity to meet in many Cadets after several years, Ex-Cadets and their wives who had attended the various functions during the week of Celebrations and he hoped that the happy reunion between the Past and Present Cadets would continue. He said one always imagined that all the Ex-Cadets must know one another but of course this was not the case and he was possibly the only person who knew all Cadets that have passed through the Ship. He had noticed that Ex-Cadets, whatever the year they have left, did not need an introduction to one another as the mere fact that they had passed through the Dufferin was in itself an introduction and provided a sure source on which to spin yarns about Dufferin in the past. He said how pleased he was that it had been possible for Sir Digby-Beste to be present at the celebrations and that his presence had done much towards bringing together the older Ex-Cadets. He was extremely sorry that the late Captain McClement could not also have been there. Before closing his speech he presented a copy of the Silver Jubilee number of The Indian Cadet to Shri S. Jaganathan,the Director General of Shipping, as a small memento from the Staff and himself to commemorate their appreciation of all he had done for the "Dufferin" and in particular his assistance and advice during the week of the celebrations. A second copy was presented to Sir Captain Digby-Beste to commemorate his visit to the Ship during the celebrations.

Captain Harvey then said that as his speech represented the close of the 25 years during which the Dufferin had served as a 'Training Ship', he would invite Captain Digby-Beste who had done so much to bring the Ship into being 25 years ago to give an initial address to the Dufferin at the commencement of her second twenty-five years.

Cadet Dhan Prakash then presented a black and white portrait he had drawn to Captain Digby-Beste after which Captain Digby-Beste expressed his appreciation of the work done by the Dufferin during the past 25 years and launched her on her second span with his best wishes.

The evening concluded with the Guests listening to the programme of the Dufferin which was broadcast by All -India Radio and so ended a very busy week of celebrations.

An important change in the routine was the shifting of the Divisions to 0915 instead of at 1100 hrs. A proposal for exchanging visits of parties of cadets from the Directorate of Marine Engineering, Calcutta to visit "Dufferin" and vice versa was brought forward and it was implemented from 1961 for a few years. The six pulling boats were replaced by new ones. The syllabus was revised so as to include Eletronics and Electronics aids. The Captain Superintendent suggested the introduction of a correspondence course like in U.K. A radio telephone was installed in 1960 with a link at the Nautical and Engineering College. A new motor boat was built by Scindia Workshop. The old engine was refitted into this boat. Two parties of cadets visited the National Defence Academy at Kharakvasla near Poona. A handsome model of S.S. "Strathnaver" was presented by M/s. Mackinnons Mackenzie and company to the ship.

CHANGE OF COMMAND :

Captain M. F. S. C. Harvey proceeded on leave preparatory to retirement on 17th September 1962 and handed over charge to Capt. D. G. Hazari (Dufferin 1931-33) the first Indian and alsc the first ex-cadet to hold the post. Excluding short breaks, Captain Harvey served the "Dufferin" from 1932 to 1962, a good three decades.

1963 :

A short 3-month course was organised early in 1963, wherein 28 cadets were initiated into the seafaring career. Capt. Pratap Singh (Dufferin 52-3) was appointed executive oficer specially to be in-charge of this course. This was done with a view to meet the acute shortage of apprentices at sea. It was in this year that Ashoka Chakra Class-II was awarded posthumously to ex-cadets O. J. Soares (1949-50), S. K. Roy (1952-53) and A. R. Mukadam (1952-59) in recognition of the gallantry displayed in the rescue operations to save the "Indian Navigator" on 2nd January 1961. Certain useful changes in the examination system were made in this year.

NATIONAL MARITIME DAY :

The National Maritime Day celebrations became a regular feature with effect from 1964. The 5th of April was chosen as the appropriate day as it was on this day in 1919 that India's first ship of modern times, S. S. "Loyalty" of the Scindia Shipping Company left on a voyage from Bombay to U.K. The "Dufferin" cadets have been participating in a big way in these National Maritime Day functions every year since then. On 5th April 1964, a function was arranged on board T.S. "Dufferin" to mark the ocasion. Shri G.L. Mehta was the Chief Guest. An interesting hobby exhibition has been a regular feature on the occasion. Suitable prizes are being awarded to the good exhibits every year, since then.

SALOON TRAINING :

A scheme to train galley and non-galley ratings was introduced with effect from January 1964. 7 galley and 7 non-galley ratings receive training for ten weeks. So far 483 ratings have been trained under this scheme. Shri Hospices Gonsalves, the chief steward is in charge of this training scheme.

The Great Eastern Shipping Company presented a model of their Motor Vessel "Jag Shanti" to the ship in 1964.

In 1965, the old motor launch "Dorothy" which was in use for 36 years was replaced by a new launch also known as "Dorothy". It has a capacity for 80 to 90 persons and has a running speed of 9 knots.

MEDICAL OFFICER RETIRES :

After 28 years service, Dr. E. St. C. Wilkinson, Medical Officer retired from service on 1st September 1965.

PRIZE DAY IN THE COLLEGE :

With effect from 1966, the venue for the Prize Day was shifted to the Nautical and Engineering College auditorium, as the new college building in Hay Bunder was commissioned.

SHRI SANJIVA REDDY'S VISIT :

We are glad to record here the visit of the present President of India Shri N. Sanjiva Reddy to the Ship on 24th February 1966. He was then the Minister for Transport and Aviation.

REPUBLIC DAY PARADE :

From the year 1968 commenced the participation of a contingent of "Dufferin" cadets in the Republic Day Parade at Delhi every year. The contingent also paid courtesy calls on the President of India. The Prime Minister of India and the Minister of Shipping & Transport. This practice continued till 1975 and had to be given up thereafter as the period of training was reduced to one year.

PRIZE DAY 1968 :

The year's Prize Day was presided over by Shri Morarji Desai, who was the Deputy Prime Minister then. This was the third occasion when Shri Morarji Desai presided over the Ship's Prize Day function. The previous occasions were 1953, when he was the Chief Minister of Bombay and 1960 when he was Union Finance Minister.

1968 - 69 :

The years 1968 and 1969 also saw the retirement of five members of the crew. Two of them Mr. Vaz and Mr. C. R. De mello had rendered over 40 years service on the "Dufferin".

The number of ex-cadets who obtained Master's certificate (F.G.) crossed the 500th mark in this year.

1969 - 70 :

In 1969-70, the series of 'Guest nights' were introduced when dignitaries like University Vice-chancellors, High Court Judges, Senior Civil and Military officers used to be invitied as Guests for dinner with cadets.

ENTRY QUALIFICATION RAISED :

With effect from September 1971, the entry qualification was increased to Higher Secondary level and a common qualifying examination for entry into both "Dufferin" and D.M.E.T. was introduced. Corresponding upward revision of the Syllabus was also carried out on the "Dufferin".

CHANGE OF COMMAND :

On 1st January 1971 Captain Indrajit Singh, the present Captain Superintendent, took over from Capt. D.G. Hazari, who was transferred to Vishakhapatnam. Capt. Indrajit Singh is also an ex-cadet of the ship having been a cadet on board the "Dufferin" during 1938-40.

When Shri B.N. Misri, English lecturer retired in the same year, the cadets voluntarily came forward to institute a rolling cup in his name to be awarded every year to the best elocutionist.

"SCINDIAS"

In the Beginning there was Scindias

awaiting entry of Dufferin

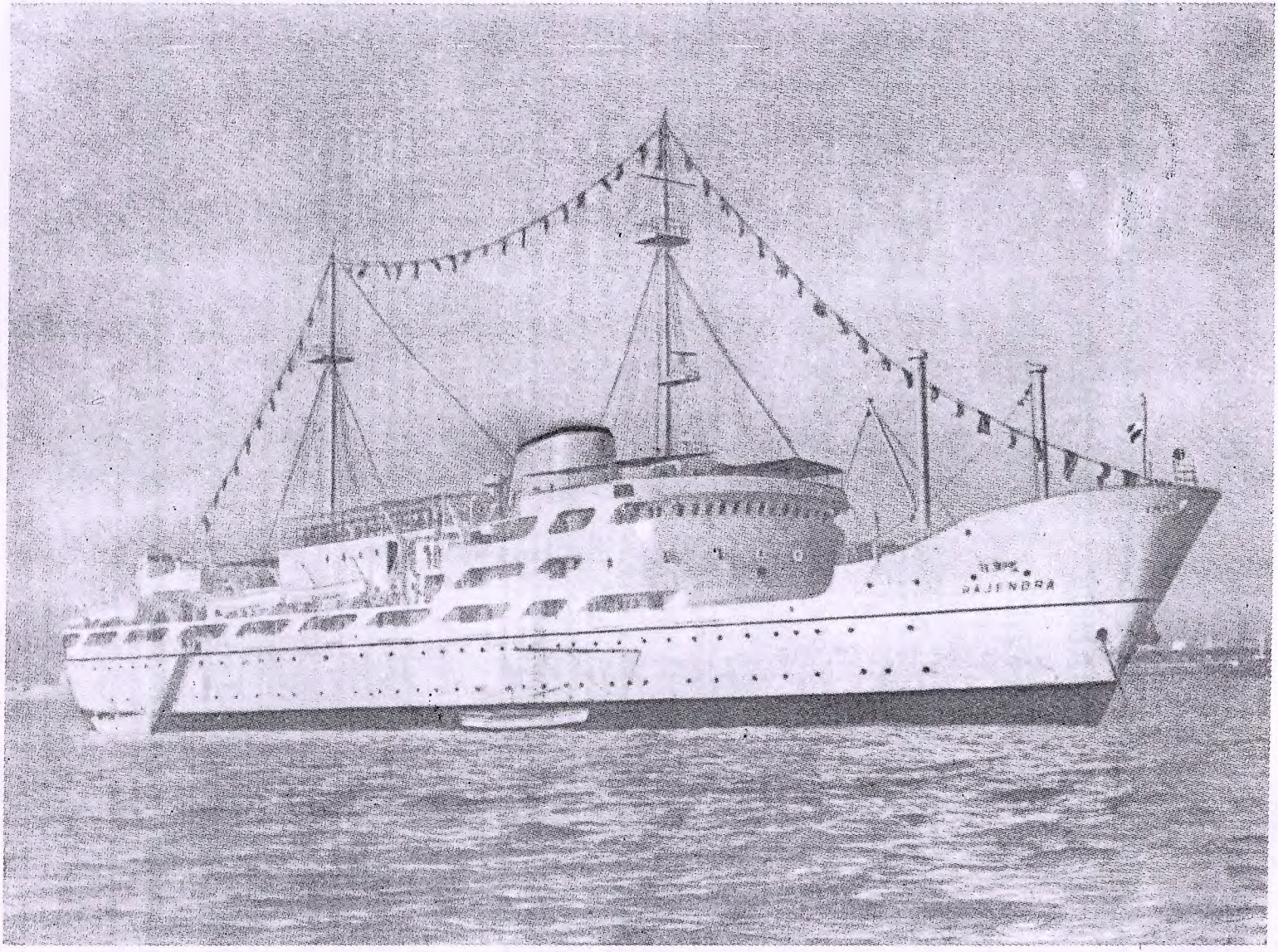
on the Indian Maritime Scene

We the ex-cadets

of "DUFFERIN"

Salute Thee

"SCINDIAS"



T. S. RAJENDRA

CHANGE OVER FROM DUFFERIN TO RAJENDRA

In 1969 orders were placed with the Hindusthan Shipyard, Visakhapatnam for the construction of new training ship to replace the aging "Dufferin". The keel for the new ship was laid by Shri K. Raghuramiah, Minister of Shipping on 20th October 1969.

T.S. "RAJENDRA" :

This ship was Christened T.S. Rajendra and launched by Shri Raj Bahadur, Minister of Shipping & Transport on 25th April 1971 at Visakhapatnam Smt. Indira Gandhi, the Prime Minister received "Rajendra" from the builders on 2nd February 1972 and the ship was towed to Bombay in April 1972.

On April 15th 1972, at a memorable and moving ceremony the "Dufferin" was given a touching farewell and formally de-commissioned. In addition to the Hon'ble Minister of Shipping and Transport Shri Raj Bahadur, the ceremony was attended by a large number of ex-cadets who paid handsome and emotional tributes to thier alma mater. By then over 2,600 cadets had undergone training on the "Dufferin" and it is no mean tribute the three cheifs of the Naval Staff, a number of Admirals and several hundreds of senior officials in the shipping industry are all her alumni.

It was during 1971, that many senior ex-cadets won several awards like Padma Bhushan, Mahavir Chakra, Param Vishisht Seva Medal etc. for gallantry in service. The training institution is indeed proud of their achievements.

DUFFERIN DECOMMISSIONED:

Earlier serious efforts were made to convert "Dufferin" into a maritime museum. This proposal mooted by the ex-cadets was also blessed by the Government but had to be eventually given up due to the deteriorating condition of the vessel and the prohibitive costs of 'Beaching' and later maintenance. It is in fact a matter of regret that the great ship, which had mothered and nurtured such glorious maritime traditions, had to be consigned to a scrapyard. There is perhaps no 'parallel' to the "Dufferin" in the shipping history anywhere else in the world. The ship which had cost just Rs.1.25 lakhs in 1927 was sold for Rs.27 lakhs even as scrap.

With the "Rajendra" staff and cadets accompaning her and bidding her 'Good-bye', she made her last voyage to the shipbreaker's yard at Darukhana in Bombay on February 2nd, 1976.

"Dufferin" may not exist today in steel and timber. But let us not forget that in the minds of thousands of her ex-cadets and well-wishers, "There'll always be a Dufferin".

The successor to 'Dufferin' is specially designed and built to be a training ship. It has a capacity to accommodate 250 cadets unlike the "Dufferin" where only 160 cadets could be accomodated. "Rajendra" is built by M/s. Hindustan Shipyard, Visakhapatnam a public sector undertaking under the Ministry of Shipping. The ship is equipped with modern navigational aids besides having its own small swimming pool, library, recreation room, gymnasium and a 300-seat airconditioned Auditorium.

The inauguration ceremony took place on 16th April 1972 at Ballard Pier with "Rajendra" being berthed alongside the pier. The Vice-President of India Shri G.S. Pathak, inaugurated the new ship under the presidentship of the Shipping Minister, Shri Raj Bahadur.

"DUFFERIN" - "RAJENDRA"

GOLDEN JUBILEE CELEBRATIONS

AT BOMBAY

" 'Dufferin' changed the course of the history of Indian Shipping and I pay tributes to the Training Ship for its immense service to the country" thus observed Shri Morarji Desai, the Prime Minister of India on the occasion of the "Dufferin" - "Rajendra" Golden Jubilee Celebrations held at Bombay on 14th January 1978.

The Golden Jubilee of the establishment of India's first marine training establishment on board the "Dufferin" was celebrated in a colourful and glittering function at Ballard Pier on Saturday the 14th January 1978 with the Prime Minister, as the Chief Guest. Shri Chand Ram, Minister of Shipping and Transport presided over the function which was organised by the "Dufferin" - "Rajendra" Golden Jubilee Celebrations Committee, Bombay.

The Prime Minister who arrived punctually at 4 p.m. was ceremonicusly welcomed on board by Capt. Indrajit Singh. After introduction to the members of the staff, members of the Golden Jubilee Committee, ex-Captain Superintendents and ex-cadets of the very first batch (1927-30), the Prime Minister took the salute at an impressive March Past by the cadets. He was then escorted to the tastefully decorated dais for the formal function which commenced with the singing of the invocation by Smt. Padmaja Barve.

Capt. J.C. Anand (Dufferin : 1938-40) President of the Golden Jubilee Celebrations Committee welcomed the large and distinguished gathering which consisted of hundreds of ex-cadets, high ranking civilian and service officers, shipowners, representatives of shipping industry and their families, officers, staff and cadets from the D.M.E.T., present cadets and their parents. The distinguished guests included Smt. Sumati Morarjee, Executive Director, Scindia Steamship Navigation Company, Dr. Raghunath Singh, Chairman of the Shipping Corporation of India, the Chief of the Naval Staff Adm. J. Cursetj (Dufferin : 1935-37), Kerala's Minister for Food & Civil Supplies, Shri E. John Jacob (dufferin : 1927-30), Director General of Shipping Shri P.G. Gavai; chairman of the Bombay Port Trust, Shri B.C. Cariappa; Vice-Admiral Katari, retired chief of the Naval Staff (Dufferin cadet No. 1/1927-30) and several ex-cadets who had passed out in the thirties and later years.

Capt. Anand outlined the notable role of the Marine technolcgists in the development of modern Indian Shipping. he said that the establishment of the "Dufferin" in 1927 was an act of faith and underscored the high calibre of the "Dufferin" cadets. Their versatility and calibre were highlighted by the distinguished manner in which they served the nation in senior positions in the Merchant Navy, allied services, in senior civil and military appointments and several other walks of life. Capt. Anand exhorted the present cadets to bear this in mind and achieve a high degree of technical competence not only in their marine jobs but also in the challenging task of professional management of the shipping industry. His announcement of the proposals of the Master Memorial Trust and the Golden Jubilee Committee to institute Scholarships to deserving cadets were greeted with applause.

Admiral Jal Cursetji (Dufferin : 234/ 1935-37) patron-in-chief of the Golden Jubilee Celebrations Committee said, though he was designated Patron-in-chief, real patronage lay the other way around. With our foreign trade worth about Rs. 8,000 crores, it was Indian Shipping that was patronising the Indian Navy and allied services which had to be geared to move this trade with speed and safety. He recalled that the values which were taught to them on the "Dufferin" held them in good stead. he was proud of the fact that besides himself, sixth in order, the first and second chiefs of the Naval Staff had their initial training on board the "Duffeerin". Even the third and the fifth Chiefs of Naval Staff did their acquaintanceship with the "Dufferin", he recalled. He hoped that the present cadets would try their best to achieve the noble objectives placed before them by the Training Ship and wished them best of luck.

Mr. K. Parthasarathy (Dufferin : 1935-37) who belongs to the first batch of Engineering cadets who had their initial training on I.M.M.T.S. "Dufferin" paid high tributes to Capt. Sir Digby Beste and Mr. Stevenson for their devotion to the cause of training which he said had produced such fine officers. "Indian Marine Engineers", he said, "are second to none in competency and efficiency and are occupying very high positions in the Industry". His speech was punctuated with poetic thoughts and nostalgic memories.

Capt. Indrajit Singh (Dufferin : 1938-40), the present Captain Superintendent spoke of the high standing of the institution then and now. He greeted the ex-cadets on behalf of the Ship's Company and said that it was a wonderful experience to see the yound cadets grow in knowledge and stature and later follow the footsteps of thousands of ex-cadets who were serving the Indian Merchant Marine with devotion and distinction. His experience of being the Captain Superintendent of both the "Dufferin" and "Rajendra" was interesting, challenging and rewarding. He said that the "Rajendra" which replaced the "Dufferin" in 1972 continued the "Dufferin Tradition" and the "Dufferin Spirit". He stressed the need to introduce innovative training programmes and systems to meet the challenge of technical revolution in the field of nautical science and education and was happy to note that the Government was giving serious considerations to this aspect of Maritime Training.

It was the President of the Indian National Shipowners' Association, who spoke next. Shri N.H. Dhunjibhoy paid homage to the gloricus "Dufferin" on behalf of the Shipping Industry. He said that the Merchant Navy, besides its paramount importance in trade and transport, acted as a second line of Defence whenever required, he said that the "Dufferin" was the forerunner of all pre and post-sea training institutions in India. He appealed to the patriotic fervour of our seafaring officers to bear in mind that it was their first duty to serve their own mother country. He took the opportunity to greet all the mariners on the historic occasion and wished them best of luck.

The first lady of Indian Shipping Smt. Sumati Morarjee, Executive Director of the Scindia Steam Navigation Company was pleased to note the happy coincidence - that the Golden Jubilee of "Dufferin" was being celebrated in the birth centenary year of that great doyen of Indian Shipping the late Narcttam Morarjee. She narrated how India's first National Shipping Company, the house of Scindias supported for decades several measures to place Indian National Shipping on a firm foundation. The audience recorded with applause the fact that most of the senior officers in Indian Shipping had their initial training in the Scindia Company.

Dr. Raghunath Singh, Chairman of India's largest Shipping Company - the Shipping Corporation of India outlined the need for an integrated approach to training. He gave the example of the growth of the great institution, the Banaras Hindu University which was built by Pandit Madan Malviyaji from a very humble start. Dr. Singh spoke in Hindi with authority on the historical background of Indian Shipping. Our shipping which once spread our culture to far off lands, several centuries ago had a glorious future as well. He suggested the undertaking of an in-depth study of the entire structure of training in the Merchant Navy. He was happy to announce that the Chief Minister of Maharashtra was pleased to grant a 16-hectare plot of land for the development of a Merchant Marine Academy in Bombay.

Dr. Singh used the Shipping Minister to set up an autonomous body managed and financed by the Government and the shipping industry with the ultimate objective of establishing a Marine Technological University. This would help the vocation to achieve a professional status which it seemed to lack at present. Such a university would provide the necessary focus for the vocation, help to attract high quality entrants, and add to the efficiency and prestige of this industry. The proposed university would have specialised disciplines like marine engineering, naval architeecture, pure navigation, electronics, oceanography, shipping economics, management, chartering, marine laws, meteorology, off-shore technology and other branches of research and development.

The Minister of State for Shipping and Transport Shri Chand Ram said that he was very pleased to be present on the historic occasion of the Golden Jubilee. He congratulated the organisers on their fine performance. Despite gloom in global shipping, he said that Indian Shipping was growing. He also noted the difficulty in getting suitable teaching staff for our training institutions but was confident that the ex-cadets would rise to the occasion even if it meant some personal sacrifice on their part. He paid a tribute to the teaching staff who spred no efforts in developing the minds of the young cadets. He said that the Government was fully aware of the need to match our growing shipping tonnage with proper arrange-ments for a steady supply of qualified officers.

The output of the "Rajendra" had been increased from 125 to 250 per annum with effect from 1976. He also said that the methods of training were under constant review and then requested the Prime Minister to unveil the Golden Jubilee plaque and address the gathering.

The Prime Minister then unveiled the Golden Jubilee Plaque which will hereafter adorn the Quarter deck of the Training Ship. In a brief extempore speech the Prime Minister paid rich tributes to the services of the training ship and her alumni in the Merchant Navy, Indian Navy and all other allied services of the Shipping Industry.

He said,

> "I was happy to see the cadets, their confidence and their exhibition of the fine training they have received. I congratulate them for the fine opportunity they have got to serve the nation's shipping industry. I also congratulate all those who have made arrangements for the celebration of the Golden Jubilee."
>
> "It was a good step taken by the British Government to start training cadets in 1927 aboard "Dufferin.". The cadets passing out of the training ship have earned a name all over the world. This was because of the dedicated service of those in charge of the training."

Remarking that if any Golden Jubilee Celebration was justified, it was here, he was confident that the training would continue to maintain its high standard. The Prime Minister remarked how, in good old days, India was foremost in Maritime trade her ships sailed across the seven seas. But things deteriorated when we lost our freedom. However after independence our shipping and navy developed fast. He had no doubt that we would be again strong and mighty. Merchant shipping, despite its ups and downs was doing well. The training provided on "Rajendra" had made all the difference.

Mr. Desai paid glorious tributtes to the Indian Navy which had given a brave account of itself whenever occasions arose. "We are not for any aggression anywhere in any sense". He declared, "But we have to defend ourselves if some evil designs overtake us. Life at sea is full of risks but there is not a field in life which is free from risks. In fact life without risk is meaningless with no fun and joy. Risks add zest to life".

The Hon'ble Prime Minister paid handsome tributes to those in charge of training. He congratulated all the past and present cadets of "Dufferin" and "Rajendra", for their devoted service.

Capt. P.S. Vanchiswar (Dufferin: 1943-45), Nautical Adviser to the Government of India proposed a vote of thanks. the meeting came to a close with the singing of the "Dufferin song" and the National Anthem.

The cadets manned the ship in honour of the Prime Minister, raised three Jais for Bharat Mata and manned the route as the Chief Guest left at 1730.

Re-union Dinner

A grand finale to the Golden Jubilee Celebrations was the re-union dinner held at the Western Naval Command Mess, Colaba on Sunday, the 15th january 1978. It was a gala function attended by over six hundred ex-cadets, familes and guests. The occasion was indeed memorable. Scintillating music electrified the atmosphere and one could see the old becoming young again refreshing decade-old memories. Admiral R. D. Katari, cadet No. 1 was the guest of honour and Capt. J.C. Anand, President, Golden Jubilee Celebrations Committee proposed the toast.

AT CALCUTTA

(We are happy to record the excellent manner in which the ex-cadets and well-wishers of the training ship joined together to celebrate the Golden Jubilee of T.S. "Dufferin" in Calcutta in November 1977. An extract from the report of the celebrations sent by Lt. Cdr. D.V. Suri ("Dufferin" - 1382/1955-57), General Secretary of D.R.O. G.A. Calcutta is reproduced below - Ex.)

The Dufferin/Rajendra Old Cadets Association, Calcutta decided to commemorate the Golden Jubilee of its Alma Mater on 25th November 1977. (These dates were chosen as these happened to be a week-end and closest to the inception of T.S. Dufferin, 50 years ago).

In order to perpetuate the fond memory of our Alma Mater it was decided that the celebrations should consist of such schemes as to leave an everlasting impression for all times to come. These schemes were to institute:-

a) one scholarship on T.S. "Rajendra",

b) one scholarship in the D.M.E.T.,

c) a gold medal to be awarded annually to an Indian Seaman, for outstanding act of gallantry at sea, and

d) to set up a Nautical Reference Library at Calcutta.

CELEBRATIONS :

The celebrations consisted of an inaugural function on 25th November '77, a Seminar on 25th & 26th November 1977, a reunion party and a Golden Jubilee Ball on 26th November 1977.

THE INAUGURAL FUNCTION ON 25th NOVEMBER 1977 was held at the Rabindra Sadan where H.E. Sri T.N. Singh, Governor of West bengal was the Chief Guest. On arrival, the Governor inspected a Guard of Honour presented by the smart cadets of Calcutta D.M.E.T. and thereafter took the salute at a Marchpast. Sri Chand Ram, Hon'ble Minister of Shipping & Transport very kindly graced the occasion as the Guest of Honour and inaugurated the Seminar, which was held later in the day. Another distinguished guest was Sri Mohamed Amin, Hob'ble Minister for Transport, west Bengal. The function itself was presided over by Dr. Raghunath Singh, Chairman, Shipping Corporation of India Limited. The outstation dignitories who graced the occasion included Sri V.B. Sheth, M.P. Chairman, National Shipping Board and Rear Admiral Krishan Dev, Vice-Chairman and Managing Director, Shipping Corporation of India. The function was attended by the elite of the city, the members of the Consular Corps, Trade & Shipping interests, over 150 Ex-cadets, their wives, friends and well wishers. After speeches by Capt. S.K. Kumarhia, President O.R.O. C.A., Calcutta, Capt. J.C. Anand , President O.R.O.C.A., Bombay. Dr. Raghunath Singh, Hon'ble Sri Chand Ram, H.E. Sri T.N. Singh, a vote of thanks was proposed by Cdr. D.V. Suri, General Secretary, O.R.O.C.A., Calcutta, followed by the singing of Dufferin/ Rajendra Anthem and National Anthem by all the ex-cadets present in the Hall. After a brief intermission for refreshments, the audience was entertained by the Ragini Group who presented "DANCES OF INDIA", which was greatly appreciated by the full audience.

A Seminar on "Indian Shipping, Navigation & Allied Industry", which was inaugurated by Sri Chand Ram at the Rabindra sadan commenced its working session at the Park Hotel on 25th November 1977 was preceded by a delightful lunch provided to the delegates by the kind courtesy of Ratnakar Shipping Co. Ltd. The Seminar which was spread over four sessions covered a number of interesting topics and technical papers presented by various authors provided a good forum for discussion. The Seminar proved to be such a success with 200 delegates who hailed from all parts of the country, U.K., Malaysia and Singapore attending the proceedings, that it had to be carried over to the next day, culminating in a lunch provided by the kind courtesy of Decca. The seminar discussions will be published by M/s. Oxford Book & Stationery Co. Ltd., Calcutta, for world circulation.

Shri K.S. Oberoi (Ex-cadet No. 395) and Mrs. Oberoi hosted a delightful Cocktail Party in the lawns of their residence which was tastefully decorated for the occasion, including Code flags which provided a colourful backdrop the the whole show. About 500 guests including about 150 ex-cadets and their wives had an occasion to have a re-Union where everyone had a memorable time in high "Spirits" !

The Golden Jubilee Ball on 26th November 1977 held at the Sangam Hall was attended by about 450 guests which included invitees and almost all the ex-cadets and their wives in Calcutta. The buffet dinner was served around the Swimming Pool. An inflated life-raft in the pool lent the requisite nautical touch to the evening. It is alleged that all those present had a wonderful and unforgetable time! Our special thanks for the Ball are due to Sagar Shipping Co. Ltd., Hooghly docking & Engineering Co. Ltd., Park Hotel and many other well-wishers who helped us in a great way to make this ball an occasion to remember for all time to come.

During the Golden Jubilee Celebration we were extremely happy and fortunate to have amongst us first batch ex-cadets viz. messrs. P.N. Kohli, Q. Ahmed, U.S. Rao (who came all the way from Poona), in addition to Capt. S.K. Kumarhia, our Presicent. Also gracing the occasion were Capt. & Mrs. Indrajit Singh and Capt. N.K. Kershaw from Bombay.

All the functions were well-covered by the press, Doordarshan and Akashwani, Calcutta.

CONCLUSION: That the celebrations were a grand success can be gauged from the following positive results achieved during the occasion :-

(i) Nautical Reference Library: The Garden Reach Shipbuilders and Engineers have generously come forward with an offer of technical books worth Rs. 10,000 to house the proposed Nautical reference Library, the space for which has been kindly provided by the Shipping Corporation of India at their Calcutta office.

(ii) Scholarship at Rajendra: M/s. India Steamship Co. Ltd. have donated Rs. 3,000 every year for a scholarship to be instituted on T.S. "Rajendra" every year.

(iii) Gold Medal for Gallantry : A hand-some donation by M/s. Pent Ocean Steamship will facilitate the award of a gold medal every year to an Indian Seaman for conspicuous display of gallantry at Sea.

iv) Scholarship at D.M.E.T.: The interest receivable on the generous donation of Rs. 5,000 by Mr. S.A. Joseph (Ex-cadet 499) will be utilised to award a scholarship to a D.M.E.T. cadet every year.

v) Prizes: A) Mrs. P. Basu (Wife of Late Captain P. Basu, ex-cadet No.66/1930-32) has kindly donated Rs.1001/- so that a prize may be given on the sports Day at T.S. "Rajendra", every year.

B) Capt. V.S. Rao's (ex-cadet No. 16/1927-30) generous offer of Rs.1001/- would be utilised to award a prize every year on board T.S. "Bhadra" at Calcutta.

The Golden Jubilee Celebrations Committee is highly indebted to these donors for their generous offers, which have helped the committee to bring their proposals into concrete shape. They gratefully thank each and every person and organisation that has contributed to the success of their efforts. They specially thank Capt. J.C. Anand, who has all along been a great moving spirit behind various activities associated with the celebrations.

Tail Piece:

Some people are already asking us as to when is the DIAMOND JUBILEE due? Irrespective of who all will be actively involved in those celebrations, one thing is certain i.e. "THERE WILL ALWAYS BE A DUFFERIN".

AT VIZAG

The Golden Jubilee of the T.S. "Dufferin" was celebrated with great enthusiasm and in a befitting manner at the port of Visakhapatnam, on 22 November. Vice-Admiral S.H. Sarma, Commander-in-Chief, Eastern Naval Command, hosted a get-together and dinner at the Blue Room of Command Mess, for all those at the port who had the privilege of receiving training at "Dufferin" and "Rajendra".

In addition to the several shore-employed ex-cadets of the two training ships at least a dozen ex-cadets from different ships in port participated in this "family" gathering.

Ex-cadets covering a generation gap (Captain G.J. Dhurendhar, Cadet No.140 of 1932/1934 batch and Cadet A.K. Babbar, Cadet No. 3035 of 1975/76 batch) graced this happy occasion and lent vintage aura to the Golden Jubilee Celebrations. Fond nostalgic memories of their association with their 'Alma Mater' were reminisced and narrated by many ex-cadets on the occasion.

Ex-cadets present on the occasion reverently sang in unison the "DUFFERIN ANTHEM and rededicated themselves to uphold the highest traditions set by the "DUFFERIN" and continued by the "Rajendra".

AT DELHI

It was on the crisp cool evening of December the 3rd that the old cadets and their wives met at a Reunion Dinner held in the S.P. Marg officers Mess to celebrate the Golden Jubilee of the Training Ship "Dufferin".

The mood was gay, the atmosphere warm and friendly in spite of the cool winter night. The evening was enlivened by the bouncing music of the Indian navy dance band, thanks to the kind courtesy of Admiral Cursetji, Chief of the Naval Staff-an ex-cadet himself.

Assembled in the Mess on that evening were ex-cadets from all walks of life and professions. There were many among us who did not know each other and would never have met under ordinary circumstances or got along so well but for the strong common ties of an old fraternity.

The comradarie and friendliness of all those present and for each other had to be seen to be believed. The reminiscencing, back slapping & exchange of life histories and experiences that went on would have bewildered and surprised a stranger outside the magic bonds of the 'Dufferin' ties. The old cadets were provided with small cards to be tucked into their breast pocket with their names, cadet numbers and the year of entry into the Dufferin training. There was much excitement while each other's numbers were read. We had with us ex-cadet No.11 JS UBHEROI of the 1927 batch, the senior most in our Delhi group. The spritliness of the older cadets belied their age. The reunion brought back all the youthful spirits, dreams and ambitions, mostly fulfilled. All of them could now look back with satisfaction and gratitude to all that the Dufferin traditions and discipline had built into their character in the formative years of their lives. The only sadness which touched that evening of cheer was the missing presence of ex-cadet BK Sehgal who is no more. But his brave widow accepted our reunion invitation and made up largely for his absence. The President of the Association Gen. Jaswant Singh and Shri J.S. Ubheroi made eloquent pleas to all present to ensure that the DELHI regional branch of DROCA remained active and that members should meet more regularly. The majority present in fact wanted an annual get-together if not a 6-monthly one.

AT HONG KONG

25th November 1977 saw the assembly of about 50 ex-cadets, their wives and guests at the Gaylords Indian restaurant in Hong Kong to celebrate the Golden Jubilee of T.S. "Duffe in".

The interesting programme on the occasion consisted of speeches by ex-cadets, a get-together and a reunion Dirner. Capt. Q.M.S. Zaman, Mr. B.S. Makhija, Mr. N. Ramamoorty and Mr. N. Chaves had taken a leading part in organising the function, Capt. Zaman who is the Managing Director of Gulf east Ship management Ltd., Hong Kong was the senior most ex-cadet present. Speaking first, he welcomed the friendly gatheirng. He recalled the happy days he spent in the training ship and read out the letter which he had received from the Captain Superintendent. He remarked that "Dufferin" /"Rajendra" is among the finest institutions in the world. There were not many failures and the reasons for their success lay in the fact that they got excellent character training and opportunities to built up self-reliance, fore-sight, truthfulness, honesty and a quick grasp of various matters. He complimented the role of their 'teachers' on "Dufferin" on their devotion to the cause. He spoke of the comraderie prevalent among all the ex-cadets and said that this spirit had been the charm of the "Dufferin". He greeted all the ex-cadets and their wives and wished for more opportunities to meet them.

Mr. B.S. Makhija spoke next. He said that the foundation for the Merchant Navies of India, Pakistan, Bangladesh, Burma and Sri Lanka were laid by T.S. "Dufferin". It was a matter of pride that not only were Dufferin ex-cadets to be found among the highest echelons of shipping, but also in fields as diverse as, journalism, the services-specially navy, commerce and industry, civil aviation, diplomatic service, etc, - a distinction unmatched by any similar training organisation in the world.

He felt that the Golden Jubilee Celebration could well have been called "Dufferin" D.M.E.T. - "Rajendra" Golden Jubilee as the foundation for training engineering cadets was laid on T.S. "Dufferin". He

reminded the gathering that Shipping was an international activity and required an international outlook and gave no room for narrow loyalties and professional jealousies.

Mr. Makhija, who is the Secretary of the Hong Kong branch of the Royal Institution of the Naval architects and the Institute of Marine Engineers, expressed his pleasure that they were able to establish successfully in Hong Kong a joint Branch of these bodies. The top jobs in shipping belonged to no particular discipline but to those who could meet the challenges and deliver the goods. He gave, in this connection, the example that the top Government post in Hong Kong - that of the Director of Marine was being held by architects, navigators and engineers with equal distinction. He concluded his speech with these fine words: "Identify yourself with the profession as a whole and develop genuine respect for all in it. We never know - not even the most successful among us - when we may need help."

DIAMOND JUBILEE CELEBRATIONS

At Bombay : 13th to 16th January 1988

The celebrations were inaugurated on 13th by Chief of Naval staff, Admiral J.G.Nadkarni, at a gathering of dignitaries, and people of global reputation, who have risen to high positions in the shipping and non-shipping world most of them ex-cadets of Dufferin and Rajendra.

Mr. P.M. Abraham, secretary to the Ministry of Surface Transport, announced at the function, the Governments proposal to set up a shore-based Rs.20 crore academy at Nhava-seva to meet the upgrading needs of the Merchant Navy cadets. He also said that the Shipping Industry should also help to meet the needs of all the regional countries, who need our manpower. The Bombay University has approved a proposal to recognise the 3-year course of the TS Rajendra as a degree course. This matter is awaiting sanction of the Government.

Capt RD Kohli pointed out the grim reality of the shortage of officers faced by the country. he said 'There are no cadets for the Shipping Corporation of India in the pipeline'. Capt. P.S. Barve, Nautical Adviser to the Government, pointed out the urgent necessity of taking corrective steps in the training system that obtains today. The first day's proceedings ended with a pleasing presentation of a cultural programme on the subject of seafaring traditions by "NRITYANJALI".

The 2-day seminar, on the "Maritime Education and Training - future needs," inaugurated on 14th by Mrs. Bengali, Vice-chancellor of the Bombay University, further discussed the preventive stops to avoid the recurrence of shortage of officers, and other subjects such as technological developments, innovations and the changes in ship design, communications, and training of harbour pilots and dredger officers. Among those who participated in the seminar were Capts., Vanchiswar, Zakaullah, A.K. Sirgh, Messrs. Sein Maung, T.S. Rajan B.S. Makhija, Capts. P.S. Barve, RD Kohli, G.A. Mande and H. Subramaniam.

The grand old Capt N.K. Kershaw was the moving spirit behind the building of the model of T.S. Dufferin. This, he dedicated to the nation, and it was unveiled by Admiral Nadkarri. On this occasion the Chief guest Mr. Abraham felicitated the past Captain Superintendent of the TS Dufferir by offering them mementoes Mr. K. Sheth, President of the Indian National shipower's Association released the Jubilee souvenir. Mr. P.M. Abraham also unveiled the Diamond Jubilee plaque and presented it to Capt. Rewari, the present captair superintendent of the T.S. Rajendra.

A committee consisting of Sri Praveen Singh, Captains Barve, Mande, G.S. Singh, Joseph and Sri Makhija was formed for recommending the future training needs of the Merchant Navy, to the Government for consideration.

On the final day, Vice-Admiral Jain was the Chief Guest at a grand gala of dinner and dancing attended among others by ex-cadets from Pakistan. There were many prizes won by the participation. All ex-cadets were presented a memento, which would be a perennial remembrance of their alma-mater.

At Calcutta:

The DROCA Celebrations at Calcutta were inaugurated on 27.11.87 by Prof. Syed Nurul Hassan, Governor of West bengal at a function held at the Ice Skating rink. This was followed by a cultural show by the Calcutta Youth Choir. On 12th Dec., a panel discussion on the subject of shipping and allied industries in 21st Century was organised. The Diamond Jubilee banquet is being held on 13.2.88 coinciding with celebrations at Madras.

At Delhi:

DROCA Delhi had their Diamond Jubilee Banquet at KOTA House on the 7th February, 1988, which was well attended. Minister of Shipping and Transport, Shri Rajesh Pilot was the Chief Guest.

At Madras:

The Diamong Jubilee Celebration commenced on the 6th February to coincide with the Birth Day of Sir P.S. Sivaswamy Iyer. A regatta was held in the evening in which ex-cadets participated. The main function is beirg held on the 13th of February, 1988 when the Madras Harbour entrance light is being named as the "Dufferin" light by the Chief of Naval Staff, Admiral J.G. Nadkarni.

DIRECTORY
OF
EX-DUFFERIN CADETS

1927-1930

1. K. Ramdas
2. R. A. A. Rego
3. A. W. Corera
4. A. Chakravarty
5. E. J. Moon
6. S. G. Karmarkar
7. P. R. Apte
8. K. R. Captain
9. S. Chatterjee
10. Manoharlal
11. Jagat Singh
12. B. K. Sahgal
13. P. N. Kohli
14. Q. Ahmed
15. G. B. Lamech
16. U. S. Rao
17. C. A. Tatem
18. B. Chuckburty
19. D. K. O. Carey
20. H. Huq
21. S. K. Roy
22. K. N. Lahiri
23. S. K. Kumarhia
24. B. C. Banerjee
25. R. J. Jacob
26. A. Chowdhury
27. J. D. Randeri
28. B. P. Vermah
29. J. P. Gupta
30. R. G. Carrol

PRESIDENT'S GOLD MEDAL

WINNER

K. Ramdas

RUNNER UP

Cecil Tatem

FINAL PASSING OUT EXAM.

FIRST

Q. Ahmed

SECOND

P. R. Apte

BEST BOXER

G. B. Lamech

BEST SWIMMER

C. A. Tatem

1929-1931

31. H. R. Claudius
32. C. C. Erawshaw
33. P. N. Kapani
34. E. M. Allix
35. I. K. Mumtaz
36. Dev Dutt
37. D. K. Tamhane
38. K. S. Chandy
39. K. D, Pradhan
40. M. L. Advani
41. E. R. Brooks
42. S. S. Chaudhari
43. B. S. Baswani
44. P. C. Mohindar
45. B. M. Cholkar
46. C. V. Adolphus
47. G. T. Dewsbury
48. B. S. Soman
49. A. T. S. Mushin
50. A. K. Mukerji
51. S. M. S. A. Rizive
52. C. K. Sankunni
53. J. M. Bobb
54. G. D. Plomer
55. G. L. Mital
56. R. Karnik
57. M. S. H. K. Ibrat
58. S. M. Z. Hussain
59. D. V. Singh
60. A. V. Shivaraman
61. S. G. Deshpande
62. G. Saldanha
63. B. Sanyal
64. V. Sampson
65. A. Chakravarti

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
A. Chakravarti	C. V. Adolphus

FINAL PASSING OUT EXAM.

FIRST	SECOND
I. K. Mumtaz	B. S. Baswani

BEST BOXER	BEST SWIMMER
L. A. Rebeiro	E. R. Brooks

1930-1932

66. P. Basu
67. A. H. K. Nasir
68. V. K. Sundaram
69. C. W. Walton
70. J. H. G. Clay
71. C. E. Oates
72. N. H. Bower
73. P. Alexander
74. M. K. Kershaw
75. J. M. Lamech
76. S. L. Bhandari
77. Man Maw
78. L. P. Clarkson
79. K. P. Nair
80. N. G. Kale
81. S. C. Mitra
82. B. N. Ghatak
83. J. D. Sutaria
84. S. A. Shah Ali
85. C. B. Sutherland
86. G. P. Kirpekar
87. R. S. David
88. D. B. Kashyap
89. J. J. Kaka
90. T. R. Bhavnani
91. M. Ayoob
92. N. H. Vikamsey
93. N. Nath
94. Abdul Khair
95. J. L. Moraes
96. L. R. Bhalla
97. S. M. Singh
98. A. K. Kanwar
99. Sri Kumar

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
P. Basu	C. B. Sutherland

FINAL PASSING OUT EXAM.

FIRST	SECOND
P. Basu	C. B. Sutherland
BEST BOXER	**BEST SWIMMER**
C. W. Walton	C. W. Walton

1931-1933

100. L. A. Rebeiro
101. J. W. Rodrigues
102. R. J. Smith
103. A. P. Mathias
104. A. R. K. Pasha
105. S. B. Aga
106. H. T. Tobit
107. L. Brookman More
108. Tilak Singh
109. A. J. Singh
110. R. Subhu
111. C. J. Mohan
112. D. G. Hazari
113. Dhan Raj
114. D. S. J. Cameron
115. L. Blake
116. S. Parthasaradhy
117. Utamchand Tekchand
118. P. E. Somers
119. T. V. Ganapathy
120. C. S. Ahmad
121. Aung Thin
122. C. G. S. Bannett
123. Prem Singh
124. G. S. Bhatnagar
125. V. R. Van Goysol
126. N. M. Hill
127. J. Prasad
128. H. S. Maker
129. P. N. Karunakaran
130. R. C. Old
131. B. L. Batra
132. A. Rashid

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
L. A. Rebeiro	Prem Singh

FINAL PASSING OUT EXAM.

FIRST	SECOND
L. A. Rebeiro	L. Brookman More
BEST BOXER	**BEST SWIMMER**
H. S. Maker	L. M. Spaulding

1932-1934

133. Jimmy Singh
134. S. Masood Hussain
135. G. Banerjee
136. P. T. M. O'Kelly
137. G. E. Sorivan
138. V. V. Javdekar
139. F. J. Balaporia
140. G. J. Dhurandhar
141. R. E. Thorpe
142. J. D. Mody
143. R. J. J. Paterson
144. Kyaw Din
145. R. G. A. Wells
146. S. P. Capoor
147. G. George
148. Om Prakash
149. L. R. Cross
150. Jai Shankar
151. L. L. Lopez
152. P. Clerk
153. Arjan Singh
154. S. J. Dolan
155. B. A. Samson
156. R. S. Bawa
157. G. Tinley
158. E, S. Martyres
159. E. C. Oates
160. M. T. Mani
161. S. K. V. Kamath
162. P. J. B. Isidore
163. P. S. Vaghan
164. C. E. McGready
165. P. N. Seth

PRESIDENT'S GOLD MEDAL

WINNER
B. A. Samson

RUNNER UP
Jai Shankar

FINAL PASSING OUT EXAM.

FIRST
B. A. Samson

SECOND
R. S. Bawa

BEST BOXER
J. D. Mody

BEST SWIMMER
G. E. Metcalfe

1933-1935

166 L. G. Hardas
167. T. B. Falcon
168. P. R. Deshpande
169. J. H. Kirkham
170. S. C. Varma
171. Safdar Ali
172. Jaswant Singh
173. J. C. Starr
174. S. P. Antia
175. I. C. Morris
176. R. R. Bhalla
177. Imtias Ahmed
178. Z. N. Mirza
179. M. E. R. Khan
180. K. Phillips
181. W. Cook
182. T. S. Mohan
183. E. D. Cross
184. J. S. Chowdury
185. S. K. Gupta
186. S. H. H. Zaidi
187. D. S. Mangat
188. S. P. Grant
189. K. N. Razdom
190. P. G. Phathak
191. R. Mahadevan
192. J. V. Lobo
193. R. Balakrishnan
194. Pretam Singh
195. A. P. Mathur
196. L. M. Spaulding
197. S. N. Bayankar
198. D. E. Plomer

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
K. Phillips	Jaswant Singh

FINAL PASSING OUT EXAM.

FIRST	SECOND
K. Phillips	Jaswant Singh
BEST BOXER	**BEST SWIMMER**
D. V. R. Curry	G. C. Nahapiet

1934-1936

199. K. D. Morada
200. V. V. Seshadri
201. P. L. Malekout
202. T. E. M. Rozario
203. Ivan Khan M.
204. I. F. W. M. Clarke
205. F. S. B. Mehta
206. N. H. Limaye
207. J. J. Vakil
208. Gursaran Singh
209. W. G. Smith
210. G. N. J. Lionel
211. P. A. Mercado
212. G. E. Metcalfe
213. S. C. Pinto
214. G. W. Eving
215 R. J. Ward
216. Woolen
217. V. Prasad
218. G. H. Nock
219. B. L. Mital
220. C. A. Holmes
221. S. K. Moulik
222. D. N. Gadi
223. D. V. R. Curry
224. A. Krishnan
225. G. H. Bloomfield
226. T. K. T. Srisailam
227. M. A. Alavi
228. J. J. Pestonjee
229. E. E. Merchant
230. K. K. Verma
231. K. S. Irani

PRESIDENT'S GOLD MEDAL

WINNER
G. H. Nock

RUNNER UP
M. A. Alavi

FINAL PASSING OUT EXAM.

FIRST
V. V. Seshadri

SECOND
T. K. T. Srisailam

BEST BOXER
R. J. Ward

BEST SWIMMER
M. Anwar

1935-1937

232. G. C. Nahapiet
233. N. Krishnan
234. Z. Cursetjee
235. S. H. Honawar
236. P. C. Martin
237. V. Srinivasan
238. A. N. Chackbutty
239. W. G. H. Cooke
240. S. Z. Hasnain
241. R. G. Busho
242. M. K. Hyun
243. R. N. Dalal
244. Desmond Dees
245. J. R. F. Waddle
246. G. H. Leather
247. E. L. Clements
248. C. E. R. Bonner
249. G. R. Carvalho
250. M. A. Ansari
251. K. Parthasarathy
252. M. Zakullah
253. M. L. Barua
254. D. Elkins
255. D. T. H. Manoaud
256. W. A. Bhagwan
257. R. W. Marshall
258. R. S. C. Nicholas
259. S. Kasthuri
260. Mustafa Anwar
261. A. S. Sahi
262. M. R. Savur
263. A. O. Nazareth
264. B. N. Chaturvedi
265. B. S. Kumar
266. R. S. Ottley
267. P. Pereira
268. D. P. Chakravarthy
269. P. K. Deshmuk
270. C. S. Sundaram
271. M. M. Deshpande
272. P. P. Prasad
273. G. A. Muraj
274. S. A. Croxsan
275. W. V. C. Thomas
276. G. W. Rodrigues
277. L. Rajapopalan
278. T. S. Rajan
279. A. S. Shahiduzzaman
280. D. M. V. Braganza
281. H. S. M. Bose

PRESIDENT'S GOLD MEDAL

WINNER

R. S. Ottley

RUNNER UP

N. Krishnan

FINAL PASSING OUT EXAM.

FIRST

S. H. Honawar (Executive)
S. Kasthuri (Engineer)

SECOND

R. S. Ottley
N. Krishnan

BEST BOXER

E. L. Clements

BEST SWIMMER

L. S. Eadon

1936-1938

282. E. S. Sitaraman
283. B. K. Dang
284. D. A. B. Joai
285. V. C. Dwivedi
286. Syed Jamall
287. S. A. Samson
288. L. S. Eaden
289. M. S. W. Hasan
290. S. M. Ahson
291. R. C. Mohan
292. B. J. Bhandara
293. S. Ratra
294. M. K. Daver
295. V. A. Kamath
296. B. J. Merchant
297. A. M. Ansari
298. M. J. Sayeed
299. M. S. Rathi
300. W. C. Austin
301. K. N. Bhalla
302. N. N. Bhansali
303. A. Rahman Khan
304. S. K. Oberoi
305. M. R. Dastoor
306. V. N. Senpar
307. A. Rama Rao
308. H. Elkins
309. K. H. Patel
310. L. S. Puar
311. N. Jansen
312. R. C. Pereira
313. Jal Pestonjee
314. N. K. Bhargava
315. R. S. Rawal
316. M. G. Datar
317. L. G. Stanley
318. Inder Singh
319. G. K. Utamsingh
320. R. H. Llewellyn
321. M. J. Mclean
322. C. Krishnagopal
323. S. K. Shenoy
324. H. G. Kishander
325. A. M. B. Nambiar
326. Hasan Bashir
327. Ausuf Ahmed
328. L. G. Ghatak
329. C. C. K. Reddy
330. B. Ruthnaswami
331. E. V. Scott
332. Janson H. J.

PRESIDENT'S GOLD MEDAL

WINNER

Inder Singh

RUNNER UP

S. A. Samson

FINAL PASSING OUT EXAM.

FIRST

M. J. Sayeed (Executive)
Ausaf Ahmed (Engineer)

SECOND

S. M. Ahsan
C. C. K. Reddy

BEST BOXER

S. K. Uberoi

BEST SWIMMER

Maung Aung

1937-1939

333. Amrik Singh
334. D. Sen
335. M. N. Abuvala
336. R. M. Narielwalla
337. V. R. Rajagopalan
338. S. Sonawala
339. M. Solomon
340. J. A. Latheef
341. B. N. Chaturvedi
342. Malcolm Singh
343. D. W. Hume
344. S. H. Sarma
345. N. K. Nerurkar
346. K. L. Kulkarni
347. J. D. Du Casse
348. P. B. S. Sikarwar
349. K. Dutt
350. S. R. Gupta
351. S. A. Bharucha
352. M. P. Advani
353. M. E. Sundaravadivel
354. R. H. Brown
355. N. V. Athavale
356. J. L. Sud
357. R. N. Khanna
358. P. R. Datta
359. P. L. Rao
360. G. M. Chikhalikar
361. H. Lall
362. B. P. Narula
363. V. K. Desai
364. Sein Maung
365. K. F. D'Cunha
366. S. C. Nair
367. B. P. Seenoy
368. K. R. Datta
369. K. P. Balsara
370. A. Cuttriss
371. E. Saldhanha
372. C. W. Yar
373. M. S. Pandya
374. A. Sivaraman
375. K. S. Chopra
376. D. P. Srivastava
377. Abdul Aziz
378. W. J. Staples
379. D. A. Mathew
380. Harris
381. E. Reubens
382. R. N. Badhwar

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
S. H. Sarma	P. R. Datta

FINAL PASSING OUT EXAM.

FIRST		SECOND
S. H. Sharma	(Executive)	Harris
V. R. Rajagopalan	(Engineer)	K. R. Datta

BEST BOXER	BEST SWIMMER
A. Cuttriss	D. C. Mitter

1938-1940

383. G. I. Vishwanath
384. J. S. Woolam
385. P. D. Abreo
386. J. C. Anand
387. A. S. V. D'Melo
388. H. K. Lalji
389. B. M. Adolphus
390. R. L. Godfrey
391. S. D. S. Chimni
392. A. I. I. Ipe
393. M. Aquil
394. Indrajit Singh
395. K. S. Oberoi
396. M. C. Datta
397. Y. N. Singh
398. M. V. K. Menon
399. K. N. Bakshi
400. K. P. V. Batra
401. J. Bali
402. R. D. Pathak
403. J. O. M. Trindade
404. A. S. P. Jaipal
405. H. K. Mukerjee
406. M. S. Patel
407. M. V. Mumthekar
408. P. C. Batra
409. Wasakha Singh
410. Z. Z. Kabraji
411. M. M. Ispahani
412. S. A. Waheed
413. M. A. Toosy
414. Gautama Singh
415. G. M. Girling
416. G. S. Soni
417. D. C. Chopra
418. J. S. Atkinson
419. A. V. C. Sen
420. Ba Thi
421. Maung Aung
422. I. C. G. Varney

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
Ba Thi	K. N. Bakshi

FINAL PASSING OUT EXAM.

FIRST		SECOND
Ba Thi	(Executive)	A. I. I. Ipe
J. O. M. Trindade	(Engineer)	K. S. Uberoi

BEST BOXER	BEST SWIMMER
J. O. M. Trindade	I. R. Wise

1939-1941

423. A. J. Kardar
424. S. K. Uttamsingh
425. K. S. Shahabuddin
426. E. C. John
427. G. T. Watts
428. P. P. Padhye
429. N. S. G. Drane
430. S. A. Husain
431. J. I. G. Peraira
432. P. A. Zaveri
433. S. S. Mathur
434. D. C. Mitter
435. V. K. Reddy
436. M. P. S. Sodhi
437. B. M. Deshpande
438. N. C. Patel
439. J. J. Lakhani
440. W. S. Nagarkar
441. D. K. Pashankar
442. S. C. Kapadia
443. W. F. C. Jones
444. A. A. Bootwalla
445. I. Gogoi
446. H. Bhikamerjee
447. J. W. Lobo
448. B. D. Merchant
449. S. K. Pradhan
450. F. A. Douglas
451. A. T. Joseph
452. D. K. Mital
453. S. Prakash
454. L. P. L. Marley
455. M. Alam
456. N. L. Narasimha
457. S. C. Dutt
458. Harpal Singh
459. J. B. Saxena
460. S. A. Ayubi
461. P. S. Madhavan
462. Chit Hlaing
463. Rhin Maung Nyein
464. Thein Han

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
K. S. Shahabuddin	D. C. Mitter

FINAL PASSING OUT EXAM.

FIRST		SECOND
D. C. Mitter	(Executive)	Swaraj Parkash
N. C. Patel	(Engineer)	S. C. Dutt

BEST BOXER	BEST SWIMMER
N. S. G. Drane	P. V. George

1940-1942

465. Kirpal Singh
466. V. S. Gulati
467. V. A. Kamath
468. R. P. Cross
469. N. B Ahuja
470.
471. Dyer Donald
472. L. G. Rao
473. Z. N. Mirza
474. C. M. Janson
475. T. Mansukhani
476. S. W. Desai
477. L. O. Manghirmalani
478. R. G. Sathaye
479. K. S. Chetty
480. E. J. Kuruvilla
481. Bhagat Harish
482. P. M. Sarma
483. P. Balaram
484. L. S. Prabhavalkar
485. R. R. Cooper
486. D. K. Dutt
487. S. C. Sircar
488. V. V. Chetty
489 B. S. Makhija
490. P. V. George
491. R. Muthukrishnan
492. Ross Seymour
493 V. R. Ketkar
494. V. V. Singh
495. P. K. Kundu
496. P. F. D. Bana
497. T. S. Sodhi
498. Ram Saran
499. S. A. Joseph
500. K. A. Pananga
501. K. N. Batra
502. V. L. Choudhary
503. Chandra Kanwal
504. S. T. Talwalkar
505. H. J. Sequeira
506. P. N. Batra
507. K. Ramakrishnan
508. R. I. S. Madan
509. L. S. Wellington
510. Aung Cyi
511. San Shwo
512. I. R. Wise

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
P. K. Kundu	S. W. Desai

FINAL PASSING OUT EXAM

FIRST		SECOND
S. Rees	(Executive)	P. A. Joseph
P. V. George	(Engineer)	T. Mansukhani

BEST BOXER	BEST SWIMMER
F. B. Jellicoe	A. W. Wise

1941-1943

513. P. A. Menon
514. L. N. Khanna
515. S. K. Gupta
516. M. Dinshaw
517. D. A. Kamath
518. P. N. Prabhakar
519. Anmol Rattan
520. H. Bhattacharjee
521. R. S. K. Jatkar
522. K. V. D. Harding
523. C. P. Puri
524. E. Castellino
525. Kabir Ahmed
526. K. K. Madhok
527. J. N. Suri
528. M. Velladares
529. M. D. Caynor
530. M. K. Mukherji
531. A. S. Rao
532. K. S. Nagporewala
533. L. J. Rodrigues
534. B. B. Mundkur
535. G. R. Nair
536. D. K. Bhattacharya
537. H. W. Thorpe
538. V. S. Karkarey
539. S. C. Majumdar
540. T. S. Govindarajulu
541. C. T. Richardson
542. R. E. Mistry
543. D. K. Vaswani
544. B. K. Datar
545. Odeybir Singh
546. Q. A. Rashid
547. V. S. Patankar
548.
549. P. J. B. Mc Auliffe
550. T. K. Uttamsingh
551. S. P. Awati
552. Ved Kumar
553. M. K. Nambiar
554. A. S. C. Vas
555. Trilok Singh
556. M. Abraham
557. H. S. Madan
558. R. V. Rao
559. W. W. Khare
560. R. L. Bhattasali
561. C. N. Badhe
562. S. K. Joshi
563 H. P. Lawrence
564. G. K. Gokhale
565. F. B. Jellicoe
566. Kyaw Thein
567. Myo Khin

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
G. R. Nair	K. V. D. Harding

FINAL PASSING OUT EXAM.

FIRST		SECOND
G. R. Nair	(Executive)	F. B. Jellicoe
Govindarajulu	(Engineer)	P. N. Parashar

BEST BOXER	BEST SWIMMER
F. B. Jellicoe & Mc Khim	A. W. Wise

1942-1944

568. G. K. Sethi
569. D. V. Varghese
570. R. S. Pathania
571. M. R. Syed
572. R. K. Ghandy
573. A. R. Sethna
574. K. O. Phillip
575. K. S. Hyder
576. N. H. Chibbes
577. D. N. A. Goes
578. Abdul Kuddus
579. D. A. C. Windle
580. A. L. Soares
581. Rajinder Pall
582. L. T. Mitford
583. M. M. Chandiramani
584. Harcharan Singh
585. S. D. Sohoni
586. N. H. Khateeb
587. P. Rozario
588. T. V. S. Rajan
589. E. B. Fernandes
590. B. N. Bhargava
591. N. J. Porter
592. M. A. Aleem
593. D. K. Deshmukh
594. D. K. Soni
595. A. A. Ross
596. O. J. Clarkson
597. N. J. Saldhana
598. S. F. Netto
599. B. T. Pereira
600. P. E. Dennison
601. M. M. Nambiar
602. S. K. Fatah
603.
604. R. S. Nayar
605. V. A. Dhareshwar
606. R. Sondhi
607. N. R. Bhalinge
608. P. V. R. Nathan
609. A. S. C. Drane
610. Gurpritam Singh
611. D. B. Sawant
612. T. A. C. Taylor
613. A. P. Bhardwaj
614. W. W. Menizies
615. R. P. Chitra
616. D. D. Malgaumkar
617. P. R. Pillai
618. A. W. Wise
619. Po Tha
620. Tun Shwe

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
R. S. Pathanla	A. W. Wise

FINAL PASSING OUT EXAM.

FIRST		SECOND
V. A. Dhareshwar	(Executive)	R. K. Behram
D. D. Malgaunkar	(Engineer)	T. V. S. Rajan

BEST BOXER	BEST SWIMMER
P. E. T. Dennison	A. W. Wise

1943-1945

621. N. J. D'Sylva
622. S. E. Sorabjee
623. R. S. Yajnik
624. K. S. Contractor
625. M. K. Dang
626. A. H. Rao
627. M. Taraporewala
628. A. J. Modi
629. M. Z. Navas
630. D. D. Patel
631. S. Narvekar
632. H. S. Rao
633. P. S. Vanchiswar
634. E. R. Mitchell
635. E. W. Rodrigues
636. K. A. N. Rao
637. J. W. G. Willy
638. M. P. Awati
639. N. O. Roberts
640. C. B. French
641. A. K. Solomon
642. O. Barretto
643. J. A. S. Mayadas
644. R. M. Pathak
645. S. P. Adlakha
646. E. D. Roy
647. Abdus Samad
648. D. G. Gill
649. B. B. Singh
650. T. R. N. Kumar
651. O. J. Langan
652. A. Ananda
653. P. Chew
654. A. Figueiredo
655. R P. Kelkar
656. P. Thyagaraajan
657. Gurdip Singh
658. B. V. Bhide
659. S. M. H. Rahman
660. K. B. L. Varma
661. D K. Dennison
662. H. N. D'Lemos
663. T. A. C. Guinness
664. G. C. Latt

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
T. R. N, Kumar	M. P. Awati

FINAL PASSING OUT EXAM.

FIRST		SECOND
P. S. Vanchiswar	(Executive)	R. P. Kelkar
A. Ananda	(Engineer)	H. S. Rao

BEST BOXER	BEST SWIMMER
G. O. Henricus	D. D. Patel

1944-1946

665. A. A. Mallal
666. A. Mukherjee
667. U. C. Kala
668. S. D. Pastakia
669. R. D. Kohli
670. D. K. Prakash
671. R. R. Bajekal
672. J. Benjamin
673. P. Gupta
674. C. J. D' Cruz
675. H. K. D. Patel
676. A. S. Nayyar
677. P. C. Kumar
678. E. D. Fernandes
679. M. S. Karnik
680. B. Goswami
681. P. K. Roy
682. V. S. Ghulati
683. N. S. Ohri
684. B. D. Kataria
685. A. S. Bawa
686. V. S, Tambe
687. B. L. Anand
688. O. A. D' Silva
689. S. D. Wadegaonkar
690. P. B. Kelman
691. M. R. Joshi
692. F. C. Mahuvawala
693. A. V. Jaywant
694. R. E. Shircore
695. R. D. W. Harvey
696. N. K. Bose
697. J. D. Oswald
698. J. D. Delima
699. A. W. Shaikh
700. C. P. Arren
701. N. P. Sathe
702. B. P. Awati
703. M. G. Vedpathak
704. A. J. Corderio
705. M. G. Kale
706. B. S. Judge
707. R. Posha
708. R. I. De Frazer
709. H. G. Patel
710. A. B. Ray
711. W. F. Smith
712. R. N. Bagga
713. J. B. Pinto
714. Rabindar Nath Dewan
715. M. A. Kaleem
716. G. O. Henrious
717. W. J. D'Cruze
718. F. L. M. Walker
719. A. E. Meyer

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
O. A. D'sylva	R. N. Bagga

FINAL PASSING OUT EXAM.

FIRST		SECOND
B. D. Kataria	(Executive)	B. L. Anand
O. A. D'sylva	(Engineer)	R. D. W. Harvey

BEST BOXER	BEST SWIMMER
G. O. Henricus	J. D. Oswald

1945-1947

720. A. S. Hyder
721. M. Abdul Azeem
722. P. C. Jayaram
723. A. K. Gokhale
724. R. Y. Tambe
725. Nezir Ahmed
726. S. A. Kban
727. N. D. Daruwalla
728. G. K. Nadkar
729. S. S. Pendharkar
730. S. N. Kapoor
731. S. K. Marwaha
732. A. P. Kothurkar
733. A. N. Wagle
734. A. K. Ghosh
735. M. M. Chaudhary
736. A. H. Hamdani
737. P. J. Faria
738. D. S. Rawat
739. G. R. Amladi
740. A. A. Nazareth
741. J. M. Kortiwala
742. M. A. Nair
743. S. N. Khambatta
744. K. K. Anand
745. R. R. Daruwalla
746. M. L. Azavedo
747. R. S. B. Lobo
748. S. K. Asthana
749. H. Almeida
750. K. R. Kapila
751. N. T. D' Merie
752. K. T. Raju
753. K. B. S. Lohan
754. N. C. Alley
755. A. Moinuddin
756. M. C. Britto
757. L. R. Azavedo
758. M. K. Mathew
759. P. Gupta
760. O. A. C. Fernandes
761. P. J. Desouza
762. A. S. Dave
763. G. Swingler
764. V. Janardanan
765. D. S. Rupa
766. I. A. Cunna Gomes
767. J. S. De Souze
768. S. N. Joyal
769. J. E. Somers
770. V. J. Guibarra
771. V. P. Stepheneon
772. G. V. Eadon

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
K. K. Anand	V. Janardanan

FINAL PASSING OUT EXAM.

FIRST		SECOND
G. K. Nadkar	(Executive)	H. Almeida
K. T. Raju	(Engineer)	R. S. B. Lobo

BEST BOXER	BEST SWIMMER
G. Vandder Gucht	V. P. Stevenson

1946-1948

773. R. A. Kamath
774. J. G. Nadkarni
775. J. M. Chand
776. D. K. Bhandari
777. H. U. Choudhury
778. A. A. Bhombal
779. S. N. Mehta
780. P. A. Moos
781. B. D. Daruwalla
782. B, P. Mistry
783. O. J. Satur
784. D. De Souza Louzade
785. G. S. Gill
786. K. T. Chlnoy
787. J. Kumar
788. J. N. Sharma
789. D. K. Katyal
790. B. G. Mama
791. V. G. Pinto
792. A. Khan
793. K. Thomas
794. P. N. Arora
795. C. G. Venugopal
796. I. A. Kortiwala
797. L. P. Lambay
798. G. S. Paul
799. G. M. Vakharia
800. T. F. Gonsalves
801. K. E. Sweeney
802. N. N. Sathaye
803. R, Roberts
804. N. R. Sachniwala
805. Amitava Tat
806. F. Ebhraim
807. A. N. Dabber
808. I. G. Jolly
809. R. Sama
810. L. Rodricks
811. G. Van Der Cucht
812. S. K. Vaswani
813. R. A. Williams
814. J. A. Fredericks
815. A. P. Saldhana
816. M. A. Hussain
817. T. Rozario
818. K. Yadava
819. Nurui Huda
820. J. D. Dias
821. S. K. Mishra
822. B. N. Mukherjee
823. B. T. Chan
824. J. A. Desouza
825. Henry Thein
826. D. A. Beale
827. R. C. Joseph
828. N. N. Banerjee

PRESIDENT'S GOLD MEDAL

WINNER

R. A. Kamath

RUNNER UP

N. Huda

FINAL PASSING OUT EXAM.

FIRST

C. G. Venugopal (Executive)
D. K. Bhandari (Engineer)

SECOND

Van der Gucht
R. A. Kamath

BEST BOXER

D. M. Marsden

BEST SWIMMER

M. G. Thein

1947-1949

839. Darshan Singh
830. D. Chowdhury
831. A. P. Tavadia
832. V. Pearce
833. S. D. Karve
834. F. H. Rabadi
835. A. A. Faries
836. A. M. Pagarkar
837. P. K. Banerjee
838. R. C. Shrivastava
839. S. S. Choudhari
840. B. N. Banerjee
841. K. Jaypaian
842. B. Chatterji
843. J. L. Gupta
844. G. A. Kazi
845. C. J. Alvares
846. J. W. H. Kidwai
847. A. A. Desa
848. M. J. Jafari
849. F. M. Patel
850. A. K. Bondrey
851. H. Castelino
852. M. D. Athalye
853 G. A. Mande
854. S. Suri
855. F. J. Dias
856. A. P. Dass Roy
857. M. S. Wadvani
858. N. K. J. Pillai
859. K. Prabhashankar
860. J. R. S. Puar
861. M. G. Halbe
862. M. Madhusudanan
863. B. A. Desouza
864. M. S. Ratra
865. A. Roy
866. G. S. Rajan
867. M. S. H. Sufti
868. R. Kumar
869. A. P. Kelkar
870. M. A. Siddique
871. I. J. D'Souza
872. G. C. Burges
873. D. M. Marsden
874. Z. K. Contractor
875. M. W. Desilva
876. A. C. Datta
877. S. D. Hiranandani
878. C. A. De Rozario
879. Maung Kyi
880. E. Edwardes
881. Thein Maung
882. L. W. P. Trutvein

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
E. Edwards	R. Kumar

FINAL PASSING OUT EXAM.

FIRST		SECOND
F. M. Patel	(Executive)	A. P. Kelkar
L. C. Burges	(Engineer)	D. Choudhury

BEST BOXER	BEST SWIMMER
D. M. Marsden	S. K. Paul

1948-1950

883. P. R. Datar
884. A. J. Mazumdar
885. L. R. Yewale
886. H. Mehta
887. A. M. Desouza
888. J. P. S. Sahi
889. N. N. Sikand
890. P. S. Barve
891. S. Ramchandani
892. F. J. Aga
893. P. K. Patel
894. J. D. Bulsara
895. H. M. Ghatak
896. J. Solomon
897. S. Jain
898. P. P. Kesava
899. A. K. Venketraman
900. S. D. Phatak
901. M. P. Karanjia
902. N. Jayprasad
903. L. G. Gupte
904. N. E. Snelleksz
905. M. Kureishi
906. B. K. Chitnis
907. A Pandya
908. J. N. Correa
909. D. K. Banerjee
910. G. Srinivasan
911. P. A. Mirchandani
912. S. D. Batra
913. A. G. Gonsalves
914. M. S. Sathe
915. K. R. Bhave
916. J. Grover
917. E. Adams
918. A. F. Vaz
919. G. Pradhan
920. S. B. Das
921. N. L. George
922. Sein Maung
923. Sein Mlaing
924. Khin Aung
925. K. Ghansabal
926. F. A. Karim
927. S. Kalimullah
928. S. M. N. Quaiyum
929. S. G. Ahuja
930. S. F. Setna
931. K. Mahmood
932. S. S. H. Kidwai
933. I. Ahmad
934. M. I. Sanad
935. H. R. Choudhry
936. A. U. Ahmad
937. M. H. Khan

REPLACED BY

899. J. D'Menezes
905. V. V. Patankar
906. M. H. Hussain
929. J. B. Lobo
934. S. E. Ali

PRESIDENT'S GOLD MEDAL

WINNER	RUNNER UP
R. Swaminathan	S. Jain

FINAL PASSING OUT EXAM.

FIRST		SECOND
S. Jain	3rd year batch	J. D. Bulsara
R. Swaminathan	2nd year batch	H. C. Malhotra

BEST BOXER	BEST SWIMMER
A. Mahmood	G. Wadhawani

1949-1951

1001. H. C. Agarwal
1002. S. K. Bahl
1003. G. P. S. Bhalla
1004. K. S. Bhandarkar
1005. C. G. Bhoot
1006. S. K. Bose
1007. P. K. Chawla
1008. J. L. Dube
1009. D. J. Fernandes
1010. H. Ghose
1011. K. L. Gupta
1012. V. N. Goal
1013. N. Naq
1015. G. N. Khanna
1016. J. M. Kishen
1017. K. K. S. Kumaran
1018. A. Mahmood
1019. H. C. Malhotra
1020. M. A. Malik
1021. M. Misra
1022. P. S. Murthi
1023. E. O. Myers
1024. V. Naganarayanan
1025. M. S. Naik
1026. K. L. Narang
1027. M. Narasimhaswamy
1028. A. M. Osmany
1029. V. K. Palsole
1030. D. V. Pant
1031. B. S. Patwardhan
1032. D. M. Patwardhan
1033. S. K. Paul
1034. J. H. S. Pinto
1035. A. V. Patnis
1036. V. S. Pradhan
1037. J. Prasad
1038. P. C. Rai
1039. S. Rajagopal
1040. P. K. Rajagopalan
1041. V. P. Ram
1042. V. A. P. Rao
1043. V. R. Reddy
1044. S. M. A. Saeed
1045. A. K. S. Saigal
1046. San Lin
1047. S. L. Sarkango
1048. P. K. Sen
1049. P. K. Sethi
1050. R. C. Sethi
1051. O. J. Soares
1052. Sukhdial Singh
1053. K. S. Sultan
1054. R. Swaminathan
1055. S. D. Tanavde
1056. V. K. Taneja
1057. P. Tierny
1058. Tin Mlaing
1059. K. C. Vijayan
1060. N. V. Virmani

PRESIDENT'S GOLD MEDAL

WINNER
A. U. C. Coelho

RUNNER UP
Y. K. Chopra

FINAL PASSING OUT EXAM.

FIRST
A. U. C. Coelho (Executive)

SECOND
G. Wadhawani

BEST BOXER
J. R. D'Souza

BEST SWIMMER
G. Wadhawani

BEST ATHLETE
Coelho

1950-1951

1061. S. P. Agarwal
1062. V. V. Apta
1063. H. N. Asthana
1064. M. T. Azavedo
1065. A. K. Barua
1066. P. H. Brown
1067. B. K. Chatterjee
1068. S. K. S. Chaudhary
1069. Y. K. Chopra
1070. A. U. C Coelho
1071. E. P. Dalal
1072. R. K. Das
1073. B. B. Das Gupta
1074. B. B. Dehadral
1075. V. K. Desai
1076. F. E. W. Dias
1077. J. M. F. Dingar
1078. J. R. Desouza
1079. R. A. D' Souza
1080. P. P. Engineer
1081. A. H. Farooqi
1082. K. J. Fernandes
1083. S, T. Ghogale
1084. N. C. Jain
1085. T. K. Joseph
1086. M. G. Joshi
1087. S. P. Kapoor
1088. V. K. Kapur
1089. G. N. Kelkar
1090. M. S. Khandpur
1091. C. M. Khuller
1092. V. B. Kriplani
1093. J. S. Lamba
1094. J. C. Lobo
1095. G. K. Luthra
1096. H. S. Maini
1097. D. L. Martin
1098. B. D. Mogrelia
1099. V. K. Mohindra
1100. G. N. Marani
1101. A. N. K. Nayudu
1102 A. S. Paranjpe
1103. G. M. Peter
1104. G. G. Rajaram
1105. V. Ramdurai
1106. C. V. Sawanni
1107. K. R. Ray
1108. S. B. Satpute
1109. C. S. Sawanni
1110. A. K. Son
1111. S. Y. Shah
1112. S. K. Sharma
1113. S. P. K. Shastri
1114. M. S. Shrauti
1115. Amarjit Singh
1116. M. K. Tyagi
1117. K. K. Wadhia
1118. G. Wadhwani
1119. G. P. Vaidya
1120. D. K. Verma
1121. Khin Hla
1122. Tin Htoon
1123. S. M. S. A. Chowdhury
1124. A. M. L. K. Siddiqui
1125. S. M. A. Hussain
1126. G. Rashid

PRESIDENT'S GOLD MEDAL

WINNER
A. U. C. Coelho

RUNNER UP
Y. K. Chopra

FINALPASSING OUT EXAM.

FIRST
A. U. C. Coelho

SECOND
G. Wedhwani

BEST BOXER
J. R. D'Souza

BEST SWIMMER
G. Wadhwani

BEST ATHLETE
A. U. C. Coelho

1951-1952

1127. N. S. Advani
1128. A. K. Ambegavkar
1129. J. S. Anand
1130. X. Arratoon
1131. R. D. Bakshi
1132. T. D. Bakshi
1133. S. B. Bhaman
1134. P. S. Bhatnagar
1135. R. K. Chibba
1136. M. X. Coreta
1137. M. C. Cyriac
1138. H. Dutt
1139. W. J. Desouza
1140. Dhan Prakash
1141. S. K. Digne
1142. J. D. D'Mello
1143. K. N. Dubash
1144. S. E, Ezekiel
1145. Gopal Krishan
1146. R. K. Iyer
1147. R. G. Kalia
1148. V. K. Kapur
1149. T. R. Khanna
1150. C. P. Khare
1151 S. M. Kulkarni
1152. H. J. Martins
1153. Maung Ni
1154. S. S. Madan
1155. H. A. Mirchandani
1156. K. N. Misra
1157. A. K. Mukherjee
1158. K. K. Nayar
1159. J. K. Noronha
1160. N. P. Pandy
1161. N. E. Pansare
1162. P. B. S. R. Patnaik
1163. J. A. G. Peres Da Silva
1164. K. P. Ramachandran
1165. R. Rodricks
1166. A. X. Rozailo
1167. A. C. Roy
1168. R. J. Saldanha
1169. D. K. Sen
1170. D. K. Sarkar
1171. S. Sen
1172. T. Sen
1173. S. K. Sarma
1174. R. K. Sinna
1175. C. R. J. Soares
1176. M. M. Tare
1177. Tin Aye
1178. J. S. Uberoi

PRESIDENT'S GOLD MEDAL

WINNER
H. J. Martins

RUNNER UP
J. A. G. Peres-da-Silva

FINAL PASSING OUT EXAM.

FIRST
V. K. Kapur

SECOND
M. C. Cyriac

BEST BOXER
Tin Aye

BEST SWIMMER
K. N. Dubash

BEST ATHLETE
N. J. Spears

1952-1953

1179. J. P. Carnerio
1180. A. S. Chatterjee
1181. S. Chatterjee
1282. Sunit Chetterjee
1183. L. D. Chaudhari
1184. M. D. Cooper
1185. B. K. Das
1186. B. I. H. De Netto
1187. M. M. L. Dhingra
1188. S. M. Divekar
1189. D. A. J. D' Souza
1190. F. K. Dutta Roy
1191. F. G. G. Fernandez
1192. J. M. Furtado
1193. J. S. Gandhi
1194. B. R. Garg
1195. K. K Garg
1196. M. K. George
1197. N. M. Ghose
1198. H. K. Hande
1199. M. A. Jafari
1200. H. S. Joshi
1201. V. N. Kansara
1202. H. B. Kapadi
1203. T. S. Khara
1204. P. R. Khare
1205. A. Kuruvila
1206. S. W. Lakhar
1207. L. B. Lobo
1208. L. A. Menezes
1209. H. J. Mullah
1210. K. M. S. Nagra
1211. S. K. Nandi
1212. S. R. Pandit
1213. N. S. Rajagopal
1214. D. T. Ramachandran
1215. B. R. Rao
1216. C. A. Rodrigues
1217. S. K. Roy
1218. N. H. Sadarangani
1219. D. Shahy
1220. M. Sathyanandam
1221. D. Sen Gupta
1222. K. B. Sood
1223. N. J. Spears
1224. M. Sudhakarudu
1225. B. M. Talwar
1226. M. J. Verghese
1227. A. Venkataraman
1228. D. S. Yajnik
1229. Pratap Singh
1230. A. P. Kulashreshta

PRESIDENT'S GOLD MEDAL

WINNER
M. D. Cooper

RUNNER UP
B. R. Garg

FINAL PASSING OUT EXAM.

FIRST
A. Venkatraman

SECOND
D. S. Yajnik

BEST BOXER
N. J. Spears

BEST SWIMMER
Khajotia

BEST ATHLETE
N. J. Spears

1953-1954

1231. K. R. S. Alvares
1232. D. V. Bellare
1233. P. N. Bhattacharyya
1234. I. M. Celly
1235. H. K. Chopra
1236. A. C. De Souza
1337. S. I. Drego
1238. D. E. Driver
1239. R. M. Gangahar
1240. N. K. Govindarajan
1241. K. V. Hora
1242. J. Iswarish
1243. D. S. Jaswal
1244. A. G. Jog
1245. F. D. Joseph
1246. M. H. Khajotia
1247. V. K. Khurana
1248. T. N. Kumar
1249. E. A. Lynn
1250 R. N. Malik
1251. R. P. Menrai
1252. H. J. F. Misquitta
1253. R. N. Nagar
1254. S. V. Nesari
1255. L. F. Netto
1256. M. S. Parmar
1257. P. B. Patnaik
1258. H. S. Penaitch
1259. V. Z. Pereira
1260. C. N. Phadke
1261. A. S. Purandare
1262. S. K. Puri
1263. T. Ramachandran
1264. V. Ramachandra Rao
1265. N. Ramamoorthy
1266. C. Raman Nair
1267. S. S. S. Rewari
1268. M. B. Satpute
1269. I. P. J. Satyaraju
1270. A. B. Sequeira
1271. J. M. Sequeira
1272. L. K. Sharma
1273. S. C. Sharma
1274. A. H. Siddiqi
1275. A. K. Singh
1276. S. C. Sood
1277. S. K. Sood
1278. P. C. Thakur
1279. K. G. Thomas
1280. K. S. Varadkar
1281. A. Rasaretnam
1282. S. K. Sapre

PRESIDENT'S GOLD MEDAL

WINNER
A. K. Singh

RUNNER UP
V. Z. Pereira

FINAL PASSING OUT EXAM

FIRST
A. K. Singh

SECOND
S. K. Sapre

BEST BOXER
—

BEST SWIMMER
Khajotia

BEST ATHLETE
E. A. Lynn

1954-1955

1283. A. K. Basu
1284. K. R. Bhar
1285. J. D. Bilimoria
1286. C. P. Cabral
1287. Y. R. Ghandhari
1288. A. D. Divakar
1289. N. M. D'Souza
1290. S. D'Souza
1291. S. M. Engineer
1292. G. P. Fernandes
1293. K. C. Gangrade
1294. H. M. Gangrade
1295. F. P. Godrej
1296. D. S. Grover
1297. R. A. C. Jacob
1298. B. K. Janmeja
1299. S. K. Joshi
1300. M. M. Karandikar
1301. J. D. Kerawala
1302. H. S. Keshwani
1303. A. S. Kulkarni
1304. J. T. Macial
1305. D. S. Malla
1306. N. R. Mirchandani
1307. K. R. Mistry
1308. J. J. Mistry
1309. A. Moses
1310. S. P. Mukherjee
1311. R. P. Narula
1312. A. R. Palta
1313. R. M. Parmar
1314. S. D. Patwardan
1315. H. S. Paul
1316. M. C. Phillip
1317. Prabhakar Reddy
1318. K. Ramanathan
1319. A. K. Ranade
1320. S. M. Ronghe
1321. Ravi Kumar
1322. A. S. Sabnis
1323. J. S. Satho
1324. S. S. Shahane
1325. V. P. Sharma
1326. A. D. Shroff
1327. C. V. Swadi
1328. N. K. Tikku
1329. I. J. S. Uppal
1330. K. W. P. Venkataramaiah
1331. R. M. Vidwans
1332. M. N. Wadhva
1333. N. Padmanabhan Iyer
1334. H. N. Writer

PRESIDENT'S GOLD MEDAL

WINNER
K. W. P. Venkataramiah

RUNNER UP
S. S. Shahane

FINALPASSING OUT EXAM.

FIRST
Janmeja

SECOND
Reddy

BEST BOXER
—

BEST SWIMMER
Moses

BEST ATHLLTE
K. W. P. Venkataremaiah

1955-1957

1335. P. M. Abraham
1336. K. S. M. Anees
1337. J. H. Archar
1338. C. Banerjee
1339. M. G. Dadlani
1340. H. H. Dallas
1341. R. E. J. De Sa
1342. P. De Souza
1343. B. D. Doctor
1344. B. R. D' Souza
1345. L. D' Souza
1346. V. A. Durante
1347. S. A. Fernandes
1348. P. V. Gehani
1349. J. George
1350 S. B. Ghorpade
1351. T. A. Gonsalves
1352. A. K. Gothawal
1353. V. Goyal
1354. J. M. Gupta
1355. R. B. Kelkar
1356. N. R. Khambatta
1357. D. R. Khare
1358. A. W. Kirtikar
1359. B. S. Kumar
1360. P. Kumar
1361. G. A. Lobo
1362. K. Madhavan
1363. R. K. Malhotra
1364. D. Mani
1365. J. Mehta
1366. M. M. Mehta
1367. B. Narasimha Rao
1368. V. R. Page
1369. S. K. Pendit
1370. A. D. Pavate
1371. J. P. Pinto
1372. P. Puri
1373. G. S. Rangar
1374. G. C. Rao
1375. A. L. Rodrigues
1376. A. K. Roy
1377. J. H. Silveira
1378. D. D. Singh
1379. S. Singh Surjit
1380. S. R Sriraman
1381. V. Subramanian
1382. D. V. Suri
1383. R. M. D. Varma
1384. R. N. Verma
1385. V. V. Kulkarni
1386. S. J. Irani
1387. L. M. N. S. Fernando

PRESIDENT'S GOLD MEDAL

WINNER
P. Puri

RUNNER UP
K. S. M. Anees

FINAL PASSING OUT EXAM.

FIRST
R. N. Verma

SECOND
J. H. Silviera

BEST BOXER
J. H. Archer

BEST SWIMMER
Malhotra

BEST ATHLETE
J. H. Ghadiali

1956-1958

1388. D. P. Agarwal
1389. C. P. Alezander
1390. I. A. Ali
1391. A. P. Antia
1392. D. S. Bajwa
1393. R. N. Banati
1394. M. M. Cardoza
1395. D. N. Chawla
1396. K. K. Chopra
1397. S. K. Choudry
1398. J. Coelho
1399. R. P. Davis
1400. G. R. V. De Sa
1401. B. U. D'Silva
1402. B. V. D'Souza
1403. A. L Fernandes
1404. A. C. Fialho
1405. B. M. Figueiredo
1406. J. H. Gadiali
1407. B. K. Godrej
1408. K. S. Guleria
1409. S. Idnani
1410. S. K. Kanwar
1411. A. Kapur
1412. R. J. Kerravala
1413. S. A. Kaader
1414. V. Koshy
1415. N. R. Kotwal
1416 V. Kuruvilla
1417. J. C. Madavarao
1418. M. Manipadam
1419. S. K. Mansukhani
1420. T. K. Mathew
1421. R. Mehta
1422. R. K. Mehta
1423. V. K. Menon
1424. K. E. Mirza
1425. V. K. Misri
1426. E. G. Monteiro
1427. N. P. Monteiro
1428. S. C. Nanda
1429. V. K. N. Narula
1430. N. A. Neemuchwalla
1431. D. K. Oberoi
1432. M. V. Pais
1433. R. C. Paul
1434. J Philip
1435. C. L. Pinto
1436. F. A. Richtor
1437. T. L. Roberts
1438. J. J. S. Sahni
1439. S. M. Sharma
1440. P. G. Singh
1441. P. G. Singh
1442. S. K. Singh
1443. H. S. Sundaram
1444. B. Sur
1445. H. Vas
1446. Y. F. Vaz
1447. J. Venkataramiah
1448. S. Chinniah
1449. I. A. R. Pereira
1450. K. N. Himatsingani
1451. P. N. Prabhakar
1452. S. S. Sharma

PRESIDENT'S GOLD MEDAL

WINNER
C. P. Alexander

RUNNER UP
R. K. Chopra

FINAL PASSING OUT EXAM.

FIRST
S. C. Nanda

SECOND
R. K. Chopra

BEST BOXER
—

BEST SWIMMER
Mansukhani

BEST ATHLETE
S. Chinniah

1957-1959

1453. Baqar. Agha Mohd
1454. C. P. Antia
1455. F. B. Archar
1456. G. K. Arora
1457. A. K. Bakshi
1458. R. M. Bhalla
1459. R. S. Bhalla
1460. S. S. Bhandari
1461. D. M. Herwart
1462. V. K. Chhabra
1463. U. K Chattopadhyaya
1464. K. K. Chaudhry
1465. J. B. Chawla
1466. A. T. J. Cooper
1467. K. B. Dehadrai
1468. Devinder Singh
1469. G. K. D'Souza
1470. J. C. D'Souza
1471. P. L. D'Souza
1472. R. K. Dutt
1473. R. A. Edmonds
1474. K. S. Finnimore
1475. R. D. Fonseca
1476. A. P. George
1477. R. K. Gulati
1478. V. K. Gupta
1479. P. K. Hajela
1480. P. V. Jose
1481. S. S. Kapadia
1482. V. V. Karunasagar
1483. K. K. Khanna
1484. A. N. M Kishore
1485. R. K. Khosla
1486. J. K. Kohli
1487. C. B. Kulkarni
1488. W. H. Last
1489. A H. Malkani
1490. Mathew
1491. R. K. Mahra
1492. V. K. Mohta
1493. A. R. A. Mukadam
1494. N. F. Noronha
1495. S. R. Panchanathan
1496. J. W. Paramal
1497. K. M. Phillip
1498. D. J. Pimenta
1499. Powall
1500. A. E. Pradhan
1501. P. K. Puri
1502. B. B. Rao
1503. P. K. Rajendran
1504. S. M. Sharma
1505. A. P. Shahane
1506. H. V. Shewakramani
1507. P. P. Singh Sengar
1508. A. I. Singh
1509. I. A. A. Syed
1510. A A. Verkhedkar
1511. Vijay Prakash
1512. R. S. Yadav
1513. G. C. N. D'Silva
1514. P. Gnanendran
1515. A. N. Verghese

PRESIDENT'S GOLD MEDAL

WINNER
S. S. Kapadia

RUNNER UP
K. S Finnimore

FINAL PASSING OUT EXAM.

FIRST
V. K. Gupta

SECOND
A. P. Shahane

BEST BOXER
W. H. Last

BEST SWIMMER
R. K. Dutt

BEST ATHLETE
J. W. Paramel

1958-1960

1516. S. N. Ahmed
1517. P. R. Anand
1518. M. A. S. Ansari
1519. R. C. J. Aranha
1520. P. Arun Kumar
1521. D. T. Balani
1522.
1523. K. E. J. Burby
1524. G. Chouta
1525. H. S. Chowhan
1526. P. J. Dada Demery
1527. D. B. Das
1528. B. M. David
1529. C. J. V. D'Cruz
1530. A. Dewan
1531. R. N. Dewan
1532. V. K. Dewan
1533. A. C. Dixit
1534. J. M. Eapen
1535. L. W. Edke
1536. S. S. J. Fernandes
1537. R. E. Gonsalves
1538. K. Guha
1539. R. M. Jolly
1540. P. Joseph
1541. M. S. Kahlon
1542. S. Khanna
1543. S. K. Khurana
1544. P. Krishnan
1545. S. P. J. Maholay
1546. P. K. Majumdar
1547. A. K. Malik
1548. A. K. Manavalan
1549. K. J. Mathew
1550. A. V. Mattan
1551. R. Meneses
1552. A. K. Misri
1553. K. K. Mishra
1554. K. E. Modak
1555. R. M. Modt
1556. R. R. Mogul
1557. M. K. K. Moorthy
1558. V. K. Nandakumar
1559. C. J. Pinto
1560. H. P. Pandiya
1561. S. A. D. Parkar
1562. S. P. Parkar
1563. S. N. Patki
1564. E. B. Pereira
1565. D. S. Patrao
1566. P. N. Pereira
1567. G. J. Pereira
1568. S. D. Pimpalkhare
1569. S. D. Pinto
1570. T. Ponnan
1571. A. K. Prasad
1572. A. M. Rabi
1573. G. H. Raney
1574. W. Rodrigues
1575. D. D. Roy Choudhury
1576. H. K. Roy
1577. L. M. Roy
1578. V. K. Saigal
1579. M. M. Sequeira
1580. R. P. Seth
1581. J. B. Singh
1582. V. A. Srikhande
1583. H. Subramanian
1584. L. M. Sud
1585. P. B. Suklikar
1586. M. B. Talwar
1587. H. J. Treasurywalla
1588. S. Trilochan
1589. A. H. Vakharia
1590. P. S. Vital
1591. G. Seneviratne
1592. P. M. Cribing
1593. R. A. Barretto

PRESIDENT'S GOLD MEDAL

WINNER

G. Choute

RUNNER UP

H. Subramanian

FINAL PASSING OUT EXAM.

FIRST

K. J. Mathew

SECOND

H. Subramaniam

BEST BOXER

E. P. A. McGrath

BEST SWIMMER

K. E. J. Burby

BEST ATHLETE

S. S. J. Fernandez

1959-1961

1594. T. Abraham
1595. T. Aggarwal
1596. N. P. Ahluwalia
1597. V. N. Aindley
1598. V. Ananth
1599. V. Auditya
1600. Bhagat Singh
1601. N. S. C. Bhandary
1602. B. Chakrapani
1603. P. G. Chaturvedi
1604. K. S. Chawla
1605. A. K. Datta
1606. A. Bhar
1607. K. K. Dhaul
1608. A. K. Dhawan
1609. J. P. Dhirani
1610. V. D. Ghatpande
1611. K. Gidwani
1612. B. Gomes
1613. V. S. Gopinath
1614. A. Goswamy
1615. J. S. Grewal
1616. H. S. Grewal
1617. V. K. Gupta
1618. A. K. Ajala
1619. A. M. Hegde
1620. A. C. Hiranandani
1621. S. Jain
1622. N. Jathar
1623. V. S. R. Jathar
1624. V. M. Katre
1625. R. G. Khare
1626. H. K. Lahiri
1627. R. Lakhanpal
1628. A. C. Malhotra
1629. A. C. Malhotra
1630. Malhotra Servjeet
1631. Malhotra Subash
1632. Malhotra Sutikahan
1633. M. M. Minocha
1634. S. Manzur Ahmed
1635. V. N. A. Mathew
1636. S. B. Mazumdar
1637. E. P. A. McGrath
1638. C. Menon
1639. S. K. Minocha
1640. J. B. Mistry
1641. R. R. Mogul
1642. J. J. Mulkikar
1643. S. Muttoo
1644. P. Nair
1645. K. P. Naithani
1646. R. P. Nanda
1647. I. H. Narang
1648. P. K. Narula
1649. S. V. Pandit
1650. J Pardhasaradhy
1651. A. D. Patil
1652. A. K. Patra
1653. V. S. Patwardhan
1654. I. V. G. Prasad
1655. O. P. Puri
1656. A. S. Rawal
1657. T. A. Rodrigues
1658. C. M. Saldhana
1659. N. M. Sassoon
1660. B. K. Seal
1661. B. Sethi
1662. S. M. Shahani
1663. A. L. Sharma
1664. P. S. Sidhu
1665. R. Sindhwani
1666. S. Y. Somalwar
1667. S. K. Sud
1668. S. Shri
1669. S. C. Shri
1670. E. J. Sylva
1671. R. O. Thorpe
1672. K. M. Varghese
1673. A. K. Vohra
1674. M. A. Kennedy
1675. H. Paulusz
1676. H. B. Spring

PRESIDENT'S GOLD MEDAL

WINNER
K. B. Aggarwal

RUNNER UP
S. C. Puri

FINAL PASSING OUT EXAM.

FIRST
K. M. Varghese

SECOND
S. S. Suri

BEST BOXER
A. K Hajala

BEST SWIMMER
—

BEST ATHLETE
R. Saverimutto

1960-1962

1677. A. Abraham
1678. A. S. E. Ali
1679. A. A. Asadulla
1680. A. C. Batra
1681. D. S. Bell
1682. K. K. Bhojwani
1683. M. N. Braganca
1684. M. J. Britto
1685. J. S. Canteenwala
1686. E. G. Carvalho
1687. K Chanda
1688. V. K. Chawla
1689. S. Choudhary
1690. D. J Curtis
1691. L. de Figueiredo
1692. A. K. Dhir
1693. A K. Dhupar
1694. J. A. Digby
1695. O. L. J. D'Souza
1696. L. A. Fernandes
1697. Y. F. Ghecwalla
1698. B S. Grewal
1699. V. B. Gulati
1700. Gurdev Singh
1701. Gurusharan Singh
1702. Hardev Singh
1703. Harinder Singh
1704. A. Hazra
1705. M. K. Jaggi
1706. S. Jatinder
1707. R. I. Java
1708. K. Jayaram
1709. S. N. Joglekar
1710. H. K. Jolly
1711. A. Joseph Roy
1712. Kanwaldeep Singh
1713. J. S. Lamba
1714. D G. Lobo
1715. E. Macarius
1716. Malhotra Anil
1717. K. B. L. Malhotra
1718. R. H. Malkani
1719. R. R. Mani
1720. F. R. Mistry
1721. M. M. Mitera
1722. A. P. Muralidharan
1723. P. R. Nijhowne
1724. R. I. S. Nijjer
1725. A. M. M. Pagarkar
1726. S. Panda
1727. A. N. Paul
1728. P. A. Pears
1729. B. C. Pereira
1730. D. H. Pereira
1731. Y. P. S. Permar
1732. D. P. N. Puri
1733. V. S. Hajan
1734. T. K. Raina
1735. R. Ramkumar
1736. R. Ratra
1737. B. P. W. Rego
1738. A. T. Rodrigues
1740. B. M. N. Saigal
1741. E. R. Saldanha
1742. G. F. Santos
1743. W. P. Sequeira
1744. O. J. Sethi
1745. R. L. Sethi
1746. F. D. Shroff
1747. J. D. Shroff
1748. R. S. Sidhu
1749. V. Sikand
1750. Y. Sikka
1751. S D. Takalkar
1752. I, G. Timmins
1753. J. R. Vaz
1754. M. S. De Silva
1755. N. Mendis
1756. R. Saverimutto
1757. S. F. Goonewardene
1758. M. Tormoti
1759. R. N. D'Souza
1760. P. V. Natarajan

PRESIDENT'S GOLD MEDAL

WINNER
I. G. Timmins

RUNNER UP
F. D. Shroff

FINAL PASSING OUT EXAM.

FIRST
B. P. W. Rego

SECOND
M. Tormoti

BEST BOXER
P. R. Nijhowne

BEST SWIMMER
R. A. Frenesh

BEST ATHLETE
R. Saverimutto

1961-1963

1761. J. H. Abhyankar
1762. A. P. Advani
1763. C. N. Alexander
1764. N. H. G. Alwyn
1765 S. K. Anand
1766. Anup Ganju
1767. M. A Asadulla
1768. A D. Athale
1769. P. P. S. Aulak
1770. J. K. Aurora
1771. P. S. Basu
1772. S. M. Bhate
1773. S. M. Billimoria
1774. S. M. S. Bisht
1775. S. H. Chakravarthy
1776. H. Channa
1777. P. C. Chopra
1778. T. S. Correa
1779. P. Datta
1780. L. A. D'Cruz
1781. L. K. Dhawan
1782. M. J. A. D'Souza
1783. F. Fernandez
1784. R. A. French
1785. K. K. Ghadiok
1786. C. K. Ghosh
1787. A. P. A. Gilbert
1788. H. S. Gill
1789. Z. P. Ginwalla
1790. U. V. Gokhale
1791. P. Gonsalves
1792. Hiranandani
1793. P. D. Jamnerkar
1794. M. M. Jolly
1795. J. Kanwar
1796. S. K. Kanwar
1797. V. Kashyapa
1798. S. Kochhar
1799. K. Kohli
1800. S. A. Koppikar
1801. T. K. Kuriakose
1802. D. P. Lewia
1803. R. Mallick
1804. S. Mani
1805. F. P. Mascarenhas
1806. V. K. Mehta
1807. S. C. Misra
1808. A. D. Moghe
1809. A. S. Najn
1810. C. H. Neale
1811. J. B. Paisley
1812. M. R. Paranjpe
1813. G. W. Pereira
1814. R. E. Pereira
1815 B. Pinto
1816. C. K. Premkumar
1817. R. Ramachandran
1818. S. S. Sahi
1819. A. Sen
1820. R. R. Sen Gupta
1821. S. S. Sekhon
1822. Sharma S. K.
1823. H. Sikka
1824. Singh Bhupinder
1825. K. Singh Karnail
1826. S. K. Shantagiri
1827. S. N. Sinha
1828. S. K. Sud
1829. H. D. Sudershan
1830. A. C. Thukral
1831. A. P. Umrigar
1832. R. P. Vazifdar
1833. A. S. Vidyarthi
1834. R. B. Deshpande
1835. P. P. Mokashi
1836. V. K. Sawhney
1837. S. C. Batra
1838. K. R. Kumarasinghe
1839. E. N. Pereira
1840. L. P. Waiman
1841. A. B. Godfrey
1842. K. S. Sandhu

PRESIDENT'S GOLD MEDAL

WINNER

U. V. Gokhale

RUNNER UP

H. Sikka

FINAL PASSING OUT EXAM.

FIRST

U. V. Gokhale

SECOND

P. C. Chopra

BEST BOXER

S. K. Kanwar

BEST SWIMMER

P. P. S. Aulakh

BEST ATHLETE

S. N. Sinha

1962-1964

1843. T. S. Ahluwalia
1844. K. G. Bakshi
1845. T S. Bal
1846. C J Balaporia
1847. M. J. Barraclough
1848. R. K. Batra
1849. S. S. Bhandarkar
1850. U. Bharat Raj
1851. V. K. Bharadwaj
1852. A. Bhasin
1853. N. P. Bhat
1854. S. K. Bhate
1855. S. G. Bhatia
1856. M. Chaves
1857. J. J. Colaco
1858. E. E. J. Condillac
1859. V. P. Datar
1860. R. V. D'Rozario
1861. R. P. T. D' Souza
1862. R. P. T. D'souza
1863. U. J. A. Elijah
1864. K. F. Franklin
1865. R. K. Gaind
1866. H. S. Goraya
1867. T. D. Hazari
1868. G. S. Heredia
1869. A. S. Heredia
1870. N. V. Hingorani
1871. R. Jaidka
1872. I. S. Jain
1873. I. N. Kakar
1874. V. Kapoor
1875. P. Kapoor
1876. V. P. Karnik
1877. J. S. Kaushik
1878. K. R. Keswani
1879. H. Khan
1880. S. K. Kotwal
1881. S. B. Kundargi
1882. V. K. Lala
1883. D. D. Machado
1884. R. C. Malhotra
1885. P. G. Manipadam
1886. C. J. Mendonza
1887. S. K. Menon
1888. R. L. Misri
1889. V. D. Moghe
1890. P J. Moore
1891. C. Motha
1892. F. P. Nazareth
1893. J. A. B. Pacheco
1894. U. N. Padwal
1895. K. A. Paridiwala
1896. R. M. Parmar
1897. R. C. Patel
1898. M. C. Patnaick
1899. J. L. Pereira
1900. M. C. Pereira
1901. M. Peter
1902. J. Pothen
1903. P. S. Rao
1904. A. Rebello
1905. G. S. Sahi
1906. H. S. Sangha
1907. S. J. Singh
1908. L. M. J. Souza
1909. K. J. Subedar
1910. K. D. Sudarshan
1911. G. Surendra Nayar
1912. R. M. Thakur
1913. H. Trehon
1914. Y. Varma
1915. S. S. Vasi
1916. K. Vivekanand
1917. G. U. Ekneligoda
1918. A. R. Munidas
1919. S. P. C. Saverimutto
1920. H. B. Karnik
1921. S. Saha
1922. A. L. M. Idnani
1923. P. K. Srivastava
1924. K. K. Rao
1925. D. S. Gandhi
1926. A. K. Dhawan
1927. S. Judah

PRESIDENT'S GOLD MEDAL

WINNER

T. D. Hazari

RUNNER UP

S. G. Nayar

FINAL PASSING OUT EXAM.

FIRST

M. C. Pereira

SECOND

T. D. Hazari

BEST BOXER

M. J. Barraclough

BEST SWIMMER

R. C. Goss

BEST ATHLETE

R. K. Batra & M. C. Patnaik

1963-1965

1928. K. K. Acharya
1929. M. S. Advani
1930. U. Z. Ahmed
1931. M. A. Badlaney
1932. S. Bahl
1933. S. R. Banerjee
1934. R. Bansal
1935. J. V. Batra
1936. V. S. Batra
1937. G. S. Bedi
1938. S. Bhasin
1939. S. K. Bhatia
1940. S. Bhatta
1941. A. M. Bhingraj
1942. H. S. Boparai
1943. S. Chada
1944. S. Chand
1945. N. J. Chavas
1946. B. B. Culas
1947. J. J. Da Costa
1948. Y. P. Das
1949. S. G. Deshpande
1950. V. C. D'Paiva
1951. E. A. D'Souza
1952. D. V. Dutt
1953. H. Dutta
1954. R. J. Fernandes
1955. O. A. Ferns
1956. W. F. Ferrao
1957. V. M. Galando
1958. P. M. Gopaldas
1959. R. J. Gonsalves
1960. R. C. Goss
1961. J. Gracias
1962. K. D. Hazari
1963. H. Kapoor
1964. S. R. Kelkar
1965. N. Krishnan
1966. C. A. Lewis
1967. P. M. Master
1968. M. R. Menon
1969. B. L. Mistry
1970. K. F. Mistry
1971. K. R. Mistry
1972. P. K. Mukherjee
1973. R. Nayar
1974. O. C. T. Patrao
1975. A. Pinto
1976. V. U. Punjabi
1977. A. Qureshi
1978. T. E. Rajkumar
1979. B. S. Rao
1980. U. K. B. Rao
1981. S. Rebello
1982. C. W. J. Rego
1983. H. S. Sahi
1984. R. C. Sehgal
1985. Sharma Kabir
1986. J. M Shroff
1987. R N. Sidhwa
1988. Gian Singh
1989. Pritpal Singh
1990. Sukhwant Singh
1991. R. W. Subhedar
1992. E. Thomas
1993. K. Thomas
1994. A. J. Unwala
1995. A. Vasishta
1996. P. P. Vatsa
1997. A. Verma
1998. S. K. Wadhawan
1999. S. K. Wahera
2000. D. Ward
2001. D. N. White
2002. R. B. Yadav
2003. Muhamad Yusof
2004. G. R. Munasinghe
2005. I. Nanayakara
2006. G. P. A. Nawaratne
2007. V. R. Murthy

PRESIDENT'S GOLD MEDAL

WINNER
K. D. Hazari

RUNNER UP
R. Nayar

FINAL PASSING OUT EXAM.

FIRST
V. S. Batra

SECOND
S. Chand

BEST BOXER
A. Vashist

BEST SWIMMER
R. C. Goss

BEST ATHLETE
R. Sekar

1964-1966

2008. M. B. Ajgaonkar
2009. D. S. Anand
2010. R. Anand
2011. R. Bahl
2012. H K. Banajee
2013. T. S. Bedi
2014. S. M. Berry
2015. G. S. Beindra
2016. K. V. Bolar
2017. S. Bose
2018. S. K. Chaudhary
2019. S. Chida
2020. T. K. Das Choudhary
2021. P. S. Datar
2022.
2023. B. L. D'Souza
2024. F. K. Souza
2025. B. P. Fennel
2026. R. Gandotra
2027. V. K. Goyal
2028. M. S. Jacob
2029. C. G. Job
2030. A. K. Jolly
2031. A. S. Kale
2032. Karanjit Singh
2033. C. M Kashikar
2034. D. J. Kenjle
2035. K. D. Ketkar
2036. B. Khera
2037. A. K. Kohli
2038. R. Kohli
2039. Kuldip Singh
2040 W. D. K. A. Lansakara
2041. S. S. Maini
2042. B. Majumdar
2043. D. Malhotra
2044. Marshall
2045. G. J. S. Mathias
2046. A. P. Meherji
2047. J. L Mendes
2048. M. I. Mendes
2049. S. V. Menezes
2050. A. M. Miranda
2051. K. D. Mohan
2052. P. C. Nadkar
2053. H. S. Oberoi
2054. A. Pahlajani
2055. D. J. Pereira
2056. T. V. Pottenkulam
2057. A. K. G. Puri
2058. S. T. Rao
2059. I. C. Rego
2060. R. Retnaswamy
2061. K. P. Rodericks
2062. A. J. G. Saldanna
2063. V. Salotra
2064. S. S. Sapre
2065. O. L. Samaranayaka
2066. N. C. Sarma
2067. R. N. Saxena
2068. R. Sekar
2069. B. M. Sharma
2070. R. P. Sharma
2071. V. K, Sharma
2072. P. R. J. Singh
2073. S. K. Singh
2074. C. J. Sigueira
2075. C. S. Swaris
2076. D. K. Talwar
2077. K. C. Thomas
2078. A. K. Uberoi
2079. P. H. Variyawa
2080. P. Varma
2081. M. V. Vaz
2082. A. Ved Prakash
2083. M. Velayudham
2084. A. Verghese
2085. Y. Y. Wadhhawan
2086. G. S. Anand
2087. A. A. Kadkol
2088. R. A. Gonslaves

PRESIDENT'S GOLD MEDAL

WINNER
M. B. Ajgaonkar

RUNNER UP
S. K. Chaudhary

FINAL PASSING OUT EXAM

FIRST
S. K. Chaudhary

SECOND
A. J. G. Saldanha

BEST BOXER
J. L. Mendes

BEST SWIMMER
H. K. Banajee

BEST ATHLETE
R. Sekar

1965-1967

2089. S. F. A. Alphonso
2090. S. P. Anand
2091. Arun Kumar
2092. H. Bakshi
2093. M. A. Barretto
2094. D. Basu
2095. A. S. Bedi
2096. K. N. Bhajiwaila
2097. S. Bhalla
2098. D. A. Braganza
2099. P. K. Chib
2100. P. S. Chimi
2101. M. K. Chopra
2102. A. P. Cutinho
2103. J. G. A. Araujo
2104. S. Das
2105. C. V. D'Costa
2106. N. F. De Sales
2107. A. Davindar Singh
2108. J. W. D'Mello
2109. A. D'Rozario
2110. O. D'Silva
2111. G. D'Souza
2112. V. J. D'Souza
2113. M. D. S. Dowie
2114. D. Durga
2115. B. Fernandez
2116. S. C. Fernando
2117. J. V. Ghatnekar
2118. V. B. Godinho
2119. R. Gour
2120. K. Govindankutty
2121. O. Gupta
2122. M. L. Hardas
2123. S. S. Harnal
2124. D. S. Honawar
2125. N. M. Juvale
2126. D. B. Kapadia
2127. R. Kapoor
2128. R. M. Kapoor
2129. M. L. Kher
2130. J. J. Katyal
2131. G. C. Kotak
2132. D. T. Lawrence
2133. M. V. Lobo
2134. S. Malik
2135. J. G. S. Manickam
2136. R. N. Mishra
2137. G. N. Mishra
2138. J. Mukherjee
2139. A. J. Oliveira
2140. A. N. Pande
2141. A. K. Pandit
2142. P. B. Parikh
2143. O. P. Paul
2144. M. E. N. Peiris
2145. S. S. Phansalkar
2146. D. B. Phillips
2147. G. V. C. Pinto
2148. A. N. Rodrigues
2149. J. R. Rodrigues
2150. R. S. Sahi
2151. Sahu J. K.
2152. A. M. Savur
2153. F. N. Siddiqui
2154. J. K. Singh
2155. T. S. Sodhi
2156. K. S. Sookdawalla
2157. R. Sood
2158. A. Soni
2159. D. N. Sukhia
2160. K. C. Thomas
2161. V. R. Upadhya
2162. B. Vaid
2163. K. A. Vandrewala
2164. V. S. Verma
2165. E. G. Viegas
2166. S. Wahi
2167. S. P. Walakulpola
2168. P. C. Writer
2169. Sushil Kumar

PRESIDENT'S GOLD MEDAL

WINNER
B. Vaid

RUNNER UP
P. K. Chib

FINALPASSING OUT EXAM.

FIRST
R. N. Mishra

SECOND
P. S. Chimni

BEST BOXER
S, G. S. Jesudasan

BEST SWIMMER
B. Fernandez

BEST ATHLETE
P. K. Chib

1966-1968

2170. S. S. Aarons
2171. Amrit Pal Cingh
2172. K. N. Atureliya
2173. B. N. Awasthi
2174. N. Badhwan
2175. C. F. Balaporia
2176. H. P. S. Banga
2177. P. F. Bhiwandiwala
2178. M. A. Chambers
2179. M. J. Chaves
2180. M. R. S. Chopra
2181. S. Choudhury
2182. S. P. Dalal
2183. A. M. David
2184. A. S. De Souza
2185. S. Dewan
2186. P. A. E. Dias
2187. A. E. D'mello
2188. J. B. A. Dourado
2189. A. D'Souza
2190. D'Souza Denzil
2191. D'Souza Douglas
2192. S. K. Dutta
2193. D. J. Fernandes
2194. F. V. Fernandes
2195. P. S. Gill
2196. V. G. Hingorani
2197. R. K. Honawar
2198. M. Issar
2199. R. D. Jadhav
2200. A. K. Jain
2201 S. C. S. Jesudasan
2202. C. V. Jose
2203 J. Joseph
2204. R. R. Kandish
2205. R. Kapur
2206. C. Karnaker
2207. K. Khadiwala
2208. B. B. Khambatta
2209. A. Khanna
2210. I. S. Kharas
2211. A. K. Kochar
2212. A. B. Kundargi
2213. D. I. Kuriyan
2214. J. E. Lobo
2215. A. K. Malhotra
2216. C. E. Mendonce
2217. R. Menon
2218. A. H. Mistry
2219. R. Modi
2220. V. V. Moghe
2221. R. Moniz
2222. R. E. Moses
2223. P. Narayanan
2224. R. K. Nayar
2225. V. Nazareth
2226. A. Pabsola
2227. R. N. Patel
2228. S. A. Patki
2229. A. Pereira
2230. S. R. T. Pereia
2231. N. L. C. Pereira Silva
2232. P. Poddar
2233. T. S. Prasad Mani
2234. Y. N. P4shkarna
2235. A. Radhakrishna
2236. S. K. Rakyan
2237. A. M. S. Rana
2238. G. C. Rautraya
2239. R. A. Ribero
2240. M. M. Rodrigues
2241. D. B. Rustomji
2242. G. V. Seldon
2243. S. V. Subhedar
2244. K. S. Sujlana
2245. G. Swaminathan
2246. A. K. Thakur
2247. Thakur M.
2248. S. K. Misra
2249. Harminder Singh
2250. L. J. Pereira

PRESIDENT'S GOLD MEDAL

WINNER
Amritpal Singh

RUNNER UP
I. S. Kharas

FINAL PASSING OUT EXAM.

FIRST
M. Issar

SECOND
S. P. Dalal

BEST BOXER
I. S. Khara

BEST SWIMMER
S. C. S. Jesudasan

BEST ATHLETE
A. M. Singh

1967-1969

2251. A. S. Aga
2252. A. K. Aggarwal
2253. M. Y. Agety
2254. Alexnder Kurien
2255. R. S. Bakshi
2256. R. Bakshi
2257. V. L. Bhagwat
2258. R. Bhambral
2259. H. Bose
2260. S. K. Bose
2261. N. Chanana
2262. F. K. Contractor
2263. J. I. Da Costa
2264. A. Dayal
2265. R. A. F. D'Costa
2266. A. K. Dhawan
2267. B. S. Dhinsa
2268. S. A. H. Dingankar
2269. R. V. D'Rozario
2270. R. V. D'Rozario
2271. L. A. D'Mello
2272. K. P. D'Silva
2273. C. A. D'Souza
2274. B. Fernandes
2275. W. B.Fernandes
2276. N. A. Furtado
2277. R. S. Gonsalves
2278. Z. S. Grewal
2279. D. M. Hirve
2280. K. Joseph Roy
2281. D. Karunakar
2282. M. Khajotia
2283. R. K. Khanna
2284. Y. Kooka
2285. D. E. Malhotra
2286. S. B. Mandrekar
2287. D. J. Masurekar
2288. A. F. A. Mendonca
2289. I. V. Mendonca
2290. R. Menezes
2291. R. K. Menezes
2292. R. K. Menon
2293. H. R. Mogul
2294. M. S. Naidu
2295. K. D. Nair
2296. K. P. Noble
2297. I. E. Pais
2298. V. P. F. Pais
2299. A. R. Parekh
2300. D. N. Pushkarna
2301. Rajinder Singh
2302. Rajinder Singh
2303. R. D. Rajkhowa
2304. S. N. R. Rao
2305. A. Ratra
2306. M. P. Rebello
2307. D. D. Sabarwal
2308. R. L. Sareen
2309. A. P. Savant
2310. A. K. Sequeira
2311. R. S. V. Shankar
2312. C. J. Sjmoes
2313. A. K. Singh
2314. L. P. I. Soans
2315. K. S. Sodhi
2316. Subash Kumar
2317. A. M. Trindade
2318. V. J. Veghar
2319. R. Verma
2320. T. A. Vaz
2321. A. N. Vesuvala
2322. S. R. Vijayaraghavan
2323. X. K. Wadia
2324. K. M. Wadia
2325. K. S. Wilson
2326. R. W. Musafer
2327. V. Vijayapalan
2328. Herbhajan Singh
2329. Harbhajan Singh
2330. Wahidin Bin Saj aciee
2331. J. Basu

PRESIDENT'S GOLD MEDAL

WINNER

A. R. Parekh

RUNNER UP

M. Khajotia

FINAL PASSING OUT EXAM.

FIRST

K. S. Sodhi

SECOND

M. Y. Agtey

BEST BOXER

J. Basu

BEST SWIMMER

H. N. Bathena

BEST ATHLETE

R. S. V. Shankar

1968-1970

2332. V. K. Aggarwal
2333. P. S. Ahluwalia
2334. Anil Kumar
2335. Arun Kumar
2336. L. Badhwar
2337. G. S. Bajwa
2338. M. K. Banajee
2339. A. Banerjee
2340. H. N. Bhathena
2341. A. S. Bedi
2342. N. Bhardwaj
2343. A. Chopra
2344. Davinder Singh
2345. Dawood Sardar
2346. D. V. Desai
2347. N. K. Deshpande
2348. C. Dias
2349. K. D'Mello
2350. R. D'Silva
2351. A. Dua
2352. D. J. Fernandes
2353. M. A. Fernandes
2354. A. George
2355. U. L. Gokhalay
2356. A. H. Gole
2357. C. Gopalakrishnan
2358. C. S. Gorowara
2359. P. Goswamy
2360. Hirudayaraj
2361. V. M. Johri
2362. Kaicher
2363. R. Kapoor
2364. R. K. Gupta
2365. K. H. Kharas
2366. R. Lewis
2367. R. S. Likhari
2368. K. R. Lobo
2369. J. Mani
2370. G. P. Medhekar
2371. R. B. Mehta
2372. R. L. Miranda
2373. P. K. Mukundan
2374. V. V. Najr
2375. E. Oliver
2376. M. J. Panicker
2377. A. Panjar
2378. R. Paul
2379. A. J. Pereira
2380. A. B. Pereira Ferrao
2381. O. M. Pereira
2382. M. C. Pinto
2383. M. C. Pinto
2384. N. A. Pires
2385. R. V. Prakash
2386. Pradeep Lall
2387. A. P. Puga
2388. A. M. Rajwade
2389. Ramanarayanan
2390. Randhir Singh
2391. U. S. Rathore
2392. H. N. Robbins
2393. A. J. Rodrigues
2394. H. S. Sandhu
2395. P. K. Sang
2396. I. G. Sangameswar
2397. W. P. Sequira W. P.
2398. H. S. Sial
2399. G. S. Singhote
2400. J. E. Surti
2401. B. S. Tanwar
2402. N. E. J. Tellis
2403. A. K. Timori
2404. H. R. Vyas
2405. E. F. Lobo
2406. M. Rudrakumar
2407. P. N. Senanayake
2408. S. Carvalho
2409. Azuddin Bin Sha0ri
2410. Lee Sang Chooi
2411. M. S. Ramesh
2412. A. K. Bhatia
2413. J. P. S. Khara

PRESIDENT'S GOLD MEDAL

WINNER
Randhirsingh

RUNNER UP
M. K. Banajee

FINAL PASSING OUT EXAM.

FIRST
Davinder Singh

SECOND
Randhir Singh

BEST BOXER
J. Mani

BEST SWIMMER
H. M. Bathena

BEST ATHLETE
R. D'Silva

1969-1971

2414. S. N. Amirapu
2415. J. K. Anand
2416. R. Appaswamy
2417. K. D. Bahal
2418. P. K. Bakshi
2419. J. M. Baptista
2420. A. K. Batura
2421. S. W. Bedekar
2422. J. B. Bhandara
2423. J. Bhat
2424. B. W. Bhide
2425. T. A. Cardoza
2426. M. R. Carneiro
2427. K. S. Chabba
2428. S. Chatrath
2429. A. Chopra
2430. G. S. Coelho
2431. D. J. D'Costa
2432. I. J. D'Costa
2433. R. M. D'Souza
2434. L. G. Dharmani
2435. M. C. D'Silya
2436. A. T. D'Souza
2437. S. Dutt
2438. R. K. Dutta
2439. E. E. Fernandes
2440. J. P. Fraser
2441. M. Gautama
2442. G. K. George
2443. L. M. Gomes
2444. B. Gonsalves
2445. H. M. Gosavi
2446. Harminder Singh
2447. A. K. Jauhari
2448. K. V. Jolly
2449. D. P. Kabir
2450. M. S. Kaiara
2451. V. R. Kekobad
2452. A. K. Khanna
2453. M. K. Khanra
2454. P. N. Lookhar
2455. J. S. Luthra
2456. S. K. Manjrekar
2457. D. Malik
2458. Malvinder Singh
2459. R. Manghnani
2460. S. Mehta
2461. J. B. Nakhwa
2462. Nirmal Singh
2463. M. Pinto
2464. J. M. Press
2465. J. B. Rego
2466. V. J. Rego
2467. V. Rodrigues
2468. U. B. Roy
2469. D. Sabharwal
2470. A. S. Sahi
2471. K. S. Sandhu
2472. S. S. Sandhu
2473. P. F. G. Sequeira
2474. A. Sharma
2475. S. Sharma
2476. A. R. Shetty
2477. A. J. A. Simoes
2478. S. S. Sodhi
2479. M. Sriram
2480. B. H. Surty
2481. P. Suryanarayanan
2482. R. Talwar
2483. F. F. Tauro
2484. K. V. Vaswani
2485. C. P. Viegas
2486. V. Jai Indran
2487. E. T. Pereira
2488. S. Rengarajah
2489. R. A. Netto
2490. M. S. Panwar
2491. K. Iyer
2492. S. M. Ifthikaruddin
2493. Arora R. P.

PRESIDENT'S GOLD MEDAL

WINNER
R. K. Dutta

RUNNER UP
V. R. Kekobad

FINAL PASSING OUT EXAM

FIRST
S. S. Sodhi

SECOND
R. K. Dutta

BEST BOXER
—

BEST SWIMMER
—

BEST ATHLETE
A. K. D. Edirapuli

1970-1972

2494. C. Agnihotri
2495. A. A. Almeida
2496. I.A. Almeida Coutinho
2497. K. G. Apte
2498. D. N. Bal
2499. A. S. Bedi
2500. M. S. Bharadwaj
2501. A. Bomanji
2502. K. Choudhury
2503. K. P. Choudhury
2504. S. P. Deshmukh
2505. P. A. L. D'Sa
2506. A. F. Fernandes
2507. P. A. Fernandes
2508. M. Ghildiyal
2509. P. S. Ghuman
2510. A. J. Gokavi
2511. V. Gopakumar
2512. T. B. Gopinath
2513. A. S. Grewal
2514. N. K. Gupta
2515. R. Hariharan
2516. V. J. Jacob
2517. A. R. Jairaj
2518. S. S. Jairam
2519. A. Jain
2520. A. H. Jain
2521. C. D. Joseph
2522. D. P. Lazarado
2523. A. C. Lobo
2524. S. Manocha
2525. R. M. Mathur
2526. A. C. Mendonza
2527. M. S. Menon
2528. S. N. Mistry
2529. Mohan Nair
2530. D. D. Nigam
2531. A. Pachori
2532. B. N. Padha
2533. M. Pais
2534. U. S. Palsule
2535. Palsule
2536. S. M. Pansare
2537. N. Passey
2538. K. J. R. Patrao
2539. B. M. Pereira
2540. H. A. Pillay
2541. M. A. Pillai
2542. A. Pinto
2543. K. A. Ponnappa
2544. R. R. Pradhan
2545. V. Prakash
2546. A. Puri
2547. P. S. Randhawa
2548. R. P. S. Rathore
2549. C. Rodrigues
2550. P. D. Rodrigues
2551. X. F. Rodrigues
2552. N. Sarachandra
2553. A. M. Screwvala
2554. S. Sen
2555. R. M. Sharma
2556. P. C. Shivaprakash
2557. V. K. Sidhwani
2558. A. A. Singh
2559. A. K. Sundaram
2560. S. Suresh Babu
2561. A. A. Swaminathan
2562. R. Swamy
2563. D. K. Tewari
2564. A. K. Varma
2565. K. Venkatesh
2566. A. E. Yeshwantha Raj
2567. E. J. Dharmaratne
2568. A. K. D. Edirappuli
2569. J. C. L. Pereira
2570. A. Azam
2571. A. M. Abu Baker
2572. A. S. Zainal Akbar
2573. W. K. Wan Shukry

PRESIDENT'S GOLD MEDAL

WINNER
K. A. Ponnappa

RUNNER UP
C. D. Joseph

FINAL PASSING OUT EXAM.

FIRST
A. Puri

SECOND
P. S. Ghuman

BEST BOXER
——

BEST SWIMMER
Y. Sharma

BEST ATHLETE
A. K. D. Edirappuli

1971-1973

2574. R. Ahluwalia
2575. A. Arokiaswamy
2576. A. S. Bains
2577. M. Bhatnagar
2578. A. K. Biswas
2579. E. A. Braganza
2580. U. Chandi
2581. M. Chandra Mohan
2582. H. Chowla
2583. Das Shovanlal
2584. Das Sukumar
2585. A. K. Deb
2586. A. Deshmukh
2587. R. S. Dhindsa
2588. M. J. Drego
2589. G. Dutta
2590. J. Ephraim
2591. D. Gautama
2592. K. S. Ghtra
2593. K. K. Gurnani
2594. J. Jacob
2595. R. K. Karnal
2596. V. M. Khan
2597. R. Khanna
2598. G. S. Kohli
2599. D. Kondal Rao
2600. M. S. Lagu
2601. H. Mavlankar
2602. N. Menon
2603. A. Meara
2604. P. C. Misra
2605. R. K. Mittal
2606. A. K. Mohindru
2607. V. D. Motivala
2608. A. K. Nanda
2609. N. T. Nand Kishore
2610. Navjot Singh
2611. A. K. Oberoi
2612. B. V. Parekh
2613. U. H. Patel
2614. R. Pereira-Kamath
2615. M. Prasad
2616. G. L. Prem Kumar
2617. Rajpal Singh
2618. P. S. Randhawa
2619. J. Ravishankar
2620. B. Sahoo
2621. R. C. Sampath
2622. C. M. Satapathy
2623. V. B. Sathaye
2624. V. C. Sawhney
2625. S. K. Sehgal
2626. V. K. Sehgal
2627. P. S. Sekhon
2628. P. K. Sen
2629. M. Sharma
2630. S. Sharma
2631. V. Sharma
2632. Y. Sharma
2633. R. K. Shrivastava
2634. R. K. Singh
2635. R. K. Sishta
2636. M. Suryaprakash
2637. B. Swain
2638. P. K. Swain
2639. D. R. J. S. Jayamanne
2640. D. N. Perera
2641. W. A. A. D. H. Perera
2642. M. N. Johri
2643. P. Rasol
2644. P. Seebaluck
2645. R. K. De
2646. R. U. Diwadkar
2647. M. Kalia
2648. R. Kararia
2649. S. K. Mitra
2650. B. C. S. Nair
2651. R. K. Talwar
2652. J. F. Collaco
2653. K. K. Pandey
2654. A. Gogia
2655. D. Misra
2656. S. P. Rao

PRESIDENT'S GOLD MEDAL

WINNER
Y. Sharma

RUNNER UP
Vikram Sharma

FINAL PASSING OUT EXAM.

FIRST
Y. Sharma

SECOND
V. Sharma

BEST BOXER
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BEST SWIMMER
Y. Sharma & H. Mavalankar

BEST ATHLETE
Ephraim